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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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Published first Thursday of the month

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Frigate towed blazing liner

H.M.S. LONDONDERRY HAD DIFFICULT JOB

WHEN H.M.S. Londonderry was at Puerto Rico on the last leg of a long and successful three-month "showing the flag" cruise on the west coast of North America which included visits to Esquimalt, Vancouver, Los Angeles and San Diego, going through the Panama Canal twice and "doing" a round of Caribbean ports from Curacao to British Guiana, news was received of an Italian liner ablaze in St. George's Harbour, Grenada.

The frigate sailed for Grenada with all dispatch, leaving 11 libertymen behind, and found the liner, the 17,000-ton M.V. Bianca C. gutted by fire and sinking. The fire had started when the ship was at anchor, and although the 600 passengers had been disembarked quickly and safely, the fire had become uncontrollable almost at once and two members of the crew had lost their lives.

The essential task was to tow the ship clear before she sank and fouled the big ship anchorage. H.M.S. Londonderry, therefore, sent away a boarding party, which found the liner just not too hot to be boarded right aft. A tow was passed and Bianca C's two large anchor cables were cut by explosives. Londonderry then began

a most unwieldy tow; Bianca C. by now listing heavily, took on great sheers to port; a freshening wind and heavy rain complicated the operation; the tow parted and had to be passed again. In all, three miles were covered in six hours.

Eventually Bianca C. by now well clear of the anchorage, heeled over and sank in a cloud of steam.

Maidstone for Faslane

IT has been announced that the submarine depot ship, H.M.S. Maidstone, which has been undergoing a long conversion and modernisation refit in H.M. Dockyard, Portsmouth, will take the place of H.M.S. Adamant as the depot ship of the Third Submarine Squadron at Faslane.

Although fitted to deal with Britain's first nuclear-powered submarine, H.M.S. Dreadnought, which is expected to come into service at the end of the year, Maidstone will continue to maintain all classes of submarines.

It is expected that the long refit of Maidstone will end in April.

H.M.S. Adamant will take over the duties of H.M.S. Forth as the depot ship of the Second Submarine Squadron at Devonport when she is relieved and H.M.S. Forth will go to Chatham where she will be modernised in a manner similar to Maidstone.

AUGUST NAVY DAYS

THE Admiralty has reversed its decision regarding the Portsmouth Navy Days and they will, after all, be held during the August Bank Holiday period.

It had been arranged that Navy Days would be held at Portsmouth over Easter and at Plymouth in August, but the decision now given means that at both ports the annual 'at home' will be held when most people are on holidays.

Leave-breaking is to be a more costly business

Men who are absent without leave, or who improperly leave a ship or place of duty are, from February 1, going to find it an extremely costly business unless there are extenuating circumstances.

In future a man who is absent without leave not exceeding one hour will find himself mulcted two days pay and will have his leave stopped for one day. For absence not exceeding

Agincourt nearly ready for service

IT is expected that H.M.S. Agincourt, built as a Battle class destroyer, and which is being converted into a fleet radar picket at H.M. Dockyard, Portsmouth, will complete her conversion at the end of April.

After her trials she will commission for service with the Fifth Destroyer Squadron for a General Service Commission in the Home and Mediterranean.

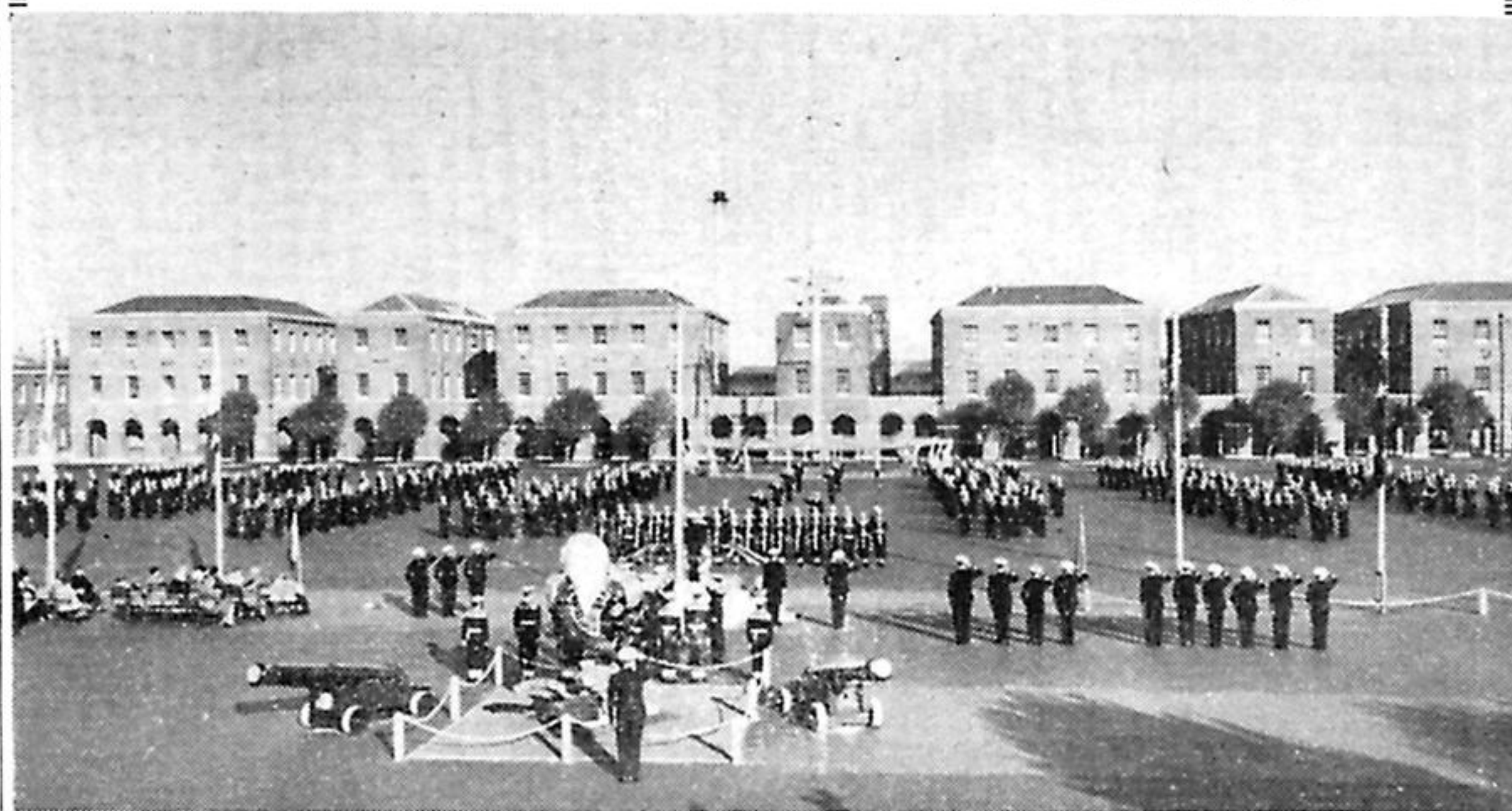
From a recent examination paper: "The magnetic mine was soon overcome by simply delousing the ship."

two hours the mulct of pay is two days and the stoppage of leave can also be for two days. Absence without leave for up to three hours entails a mulct of three days pay and up to three days stoppage of leave.

Up to 12 hours adrift means the loss of six days pay and up to 6 days stoppage of leave, while a period of absence of up to 24 hours means that a man would have to work for 8 days without pay and also have his leave stopped for up to 8 days.

These stringent penalties have been approved by Their Lordships who have been concerned at the continuing large number of leave-breaking offences in the Fleet.

SAILORS IN THE MAKING



Sunday Divisions at H.M.S. St. Vincent, Gosport. An article on this Training Establishment appears on page 4. (Photo.—J. C. Lawrence and Sons, Gosport)

Ratings commended by Commander-in-Chief

THE Commander-in-Chief, Portsmouth, Admiral Sir Alexander Bingley, has commended Sick Berth P.O. Jack Weedon, of H.M.S. Excellent, and A.B. James Higgins, of H.M.S. Explorer, for their initiative and work in helping to save the life of Stoker Joseph Forbes, of H.M.S. Explorer, when he collapsed after crossing Portsmouth harbour on a ferry on November 1.

Forbes had been undergoing submarine escape training in H.M.S. Dolphin and when he collapsed S.B.P.O. Weedon recognised the symptoms as a severe case of "bends"—rapid decompression sickness.

Able Seaman Higgins, realising that immediate treatment was necessary, arranged with the captain of the ferry-boat Vesta for Forbes to be taken direct to Fort Blockhouse, thus saving a vital 30 minutes at least, while Petty Officer Weedon attended to the sick rating.

Forbes was treated at Dolphin and made a good recovery.

The Commander-in-Chief says that "As a result of S.B.P.O. Weedon's prompt assistance and recognition of the symptoms, the man received the

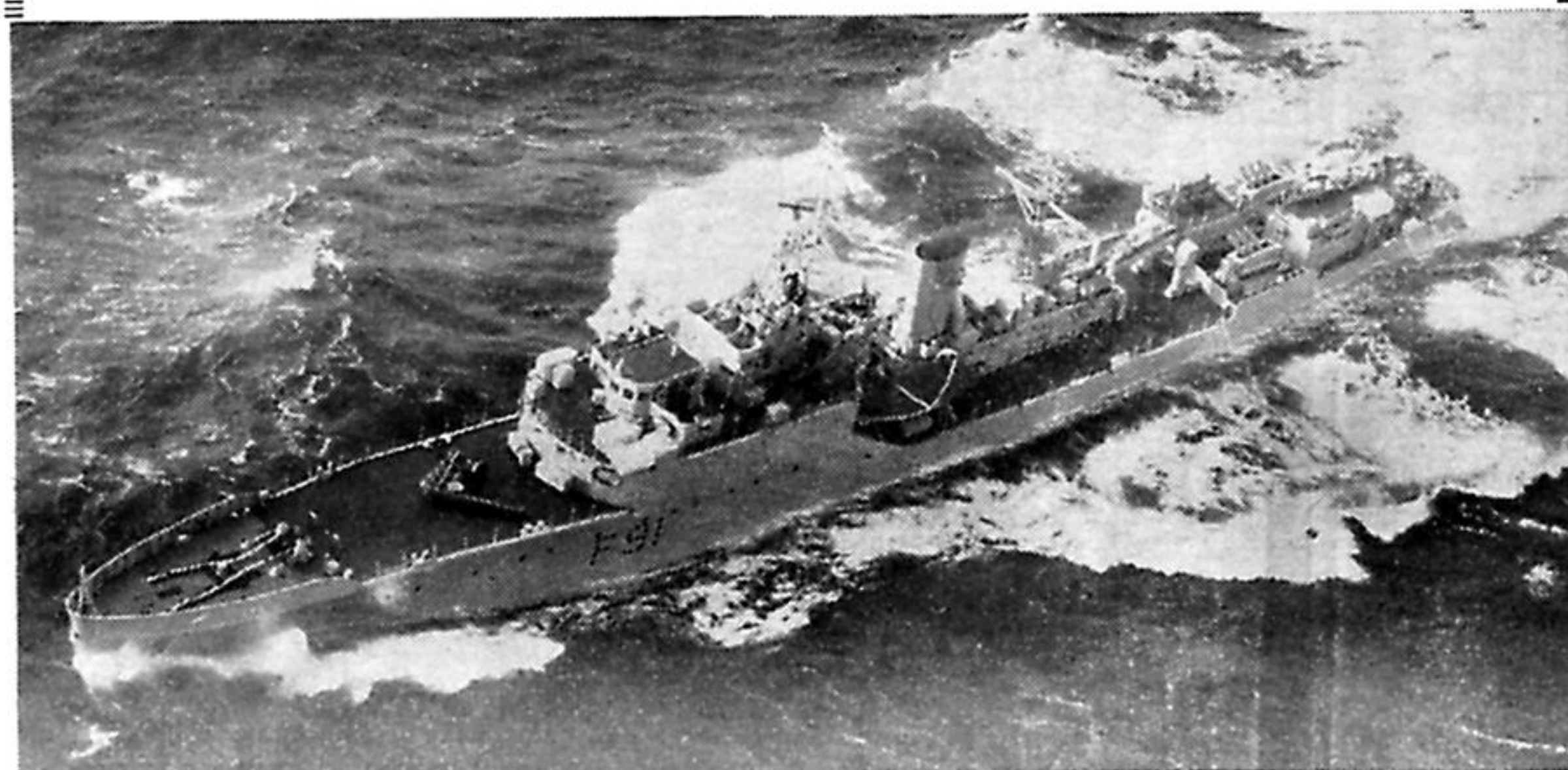
best possible first-aid treatment in the circumstances and was quickly conveyed to the recompression chamber at Dolphin."

"Weedon's prompt and intelligent actions on this occasion undoubtedly helped to save the man's life and I have commended him for them."

"A.B. Higgins's actions resulted in Forbes reaching Dolphin 30 minutes earlier than he would have done by any other way," says the Commander-in-Chief, who commended him for his initiative and good sense.

The frigates H.M.S. Berwick and H.M.S. Scarborough sailed from Portsmouth on January 12 for service in the Mediterranean with the 5th Frigate Squadron.

A GUARDIAN OF OUR SHORES



Sandy beaches, waving palms and dusky maidens play a part in the travels of H.M. ships, but there is another side. H.M.S. Murray is seen here rolling through an Atlantic gale during a recent N.A.T.O. exercise

THE
OUTSTANDING
CIGARETTE
OF THE DAY



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Handwritten note: 4. Dockyard Cor. 10

Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel: Portsmouth 22351 (Ext. 72194)

EDITORIAL

"AND as I slept I dreamed," I just could not believe my eyes, but there it was, in black and white, The Navy Estimates.

Three battleships, two aircraft carriers, five cruisers, half a flotilla of destroyers, a submarine depot ship, four submarines, a sloop, some corvettes, some frigates and some torpedo boats.

Rubbing my eyes, I looked again and then I awoke—it was the Navy Estimates for 1937—a quarter of a century ago. Duke of York, Anson, Howe were the battleships. The cruisers? Kenya, Mauritius, Nigeria, Trinidad, Hermione. Carriers? Formidable and Indomitable. The destroyers were Javelin, Kelvin, Khar-toum, Kimberley, Kingston and Kipling. Forth was the submarine depot ship and the submarines were Taku, Tigris, Truant and Tuna. The sloop? The Pelican.

I wondered what the cost of such a programme would be today. Battleships and carriers, say £30,000,000 each. Cruisers—well, need we go any further—each of the latest cruisers, Lion, Tiger and Blake, cost well over £10,000,000.

And could they be manned? Not with the Navy cut to the bone as it is today. I am sure, however, that the right men could be found.

And then I started to dream again. What will the 1962 estimates contain? A new carrier—perhaps two? Some more guided missile destroyers—let's call them cruisers, for that's what they really are. Some more amphibious warfare ships? Some Coastal Forces craft?

I pinched myself—all these things have to be paid for. And they have to be manned. And the men who man them have to be paid.

New, exciting ships are in the offing—perhaps not this year, not, perhaps, for several years—but they are coming, packed full of the most modern equipment and requiring men with intelligence and special skills to man them. The Royal Navy offers a career second to none to those with the right qualifications and a desire to do a well worth-while job, with adventure and travel thrown in for good measure.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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Glasgow had to fire a gun to wake up Flagship

SIR.—While I was attending the Reunion Dinner of H.M.S. Glasgow at Portsmouth last year, one of the members introduced me to "Navy News" and I now get it from a sister-in-law at Gosport each month.

The reason for my writing is that I served in the old King Edward VII for five and a half years as a Yeoman of Signals and the recent article on the ship, which mentioned Cdr. "Jock" Baird and Cdr. "Frosty" Roys, brought back to me many interesting memories.

I commissioned King Edward VII at Devonport as Flagship of Atlantic Fleet, stationed at Gibraltar, wearing the flag of Acting Vice-Admiral Sir William May. During my second commission in the ship Vice-Admiral Sir Berkeley Milne flew his flag in her. Another flag officer whilst I was in the ship when she was Flagship of the Home Fleet was Admiral Lord Charles Beresford. After he hauled down his flag at Portsmouth Vice-Admiral Calaghan took over Second-in-Command.

I was then made an Acting Chief Yeoman of Signals and drafted to H.M.S. Neptune, flagship of Admiral Sir Bridgeman Bridgeman. I served in her for 19 months and was confirmed Chief Yeoman. Then Admiral Calaghan was appointed Commander-in-Chief, Home Fleet and as he brought with him his own Staff Chief Yeoman—Pook (sic)—I was drafted to the Signal School in R.N. Barracks where I did a six months' spell.

BULWARK ESCAPE

During this time, because I was single, I was pestered by Chief Yeoman who had been in the School for years, to volunteer for ships to which they had been drafted. There was one Chief Yeoman from Gosport who was on draft to H.M.S. Bulwark who asked me to go in his place. I would not volunteer.

Eventually I got fed up with life in barracks and in December, 1914, volunteered for H.M.S. Glasgow. I served in her nearly four years, coming home in the Armed Liner Carmania, famed for her action off

Brazil with the German Armed Liner Cap Trafalgar. The German ship was sunk.

After a fortnight's leave I was drafted to H.M.S. Superb, Grand

LETTERS TO THE EDITOR

Fleet, and then, after two years, to H.M.S. Royal Sovereign, my last ship, from which I took my pension at Invergordon, Captain Oliver Backhouse was her captain.

I have vivid memories of the day when H.M.S. King Edward VII broke the record for coaling to which your contributor refers. I was Yeoman of the forenoon watch and about ten o'clock I was reading a semaphore message. I was gripping a stanchion when the foremost coal hoist from the collier broke and, in swinging, it hit the stanchion and knocked me out. I still have the mark on my ear where I hit the stanchion.

GUN SALUTE ERROR

When I was Chief Yeoman of the Neptune during the Review a mess was made of the salute to the King. One of the four-funnelled cruisers started firing before the signal was hauled down. I can't remember the name of the ship.

The captain of the offending ship had to report on board Neptune and his excuse was that as the Royal Yacht passed Horseshoe Fort, the fort hid the signal, WJ 21, and the signalman reported that the signal was down. Our Signal Officer was on board the Lord Nelson at the time to conduct the salute. Lord Nelson had a red flag flying and only when the red flag was

(Continued in column 4)

DEATH OF OLDEST LONG SERVICE ROYAL MARINE ARTILLERY PENSIONER

SIR.—It is gratifying to record pleasant incidents in one's life and I would like to record one in the passing to a higher service of the oldest long service Royal Marine Artillery pensioner at the ripe old age of 96.

Bob Ash had no relatives at all in the world, and for the past seven years had been an inmate of St. John's Home at Andover. He passed away on January 10 and would probably have been buried without much thought from anyone.

The British Legion at Andover, however, acted promptly and, together with the local Royal Naval Association, arranged with the Royal Marines at Eastney to send a bugler and a beautiful wreath for the funeral.

(Continued from column 3)

hauled down was the firing to commence.

The Signal Officer was Beatty's Signal Officer in the Queen Elizabeth in the Grand Fleet and he left the Navy as a Rear-Admiral, took clerical orders and became Chaplain to the Seamen's Mission of the London Docks where he died. His name? Alexander Woods. He was a fine officer.

By the way, I wonder if any Communication Yeoman or Communications Officer ever had to order a gun to be fired to draw the attention of a flagship to a signal? I had that duty to do just before the Battle of Falkland Islands. On the morning of the Battle we received a semaphore message from a shore signal station via H.M.S. Canopus about the enemy being in sight. We could not get the flagship to answer. This was 0600. We were calling the flagship by searchlight but the gun did the trick. I could tell you many a good story of H.M.S. King Edward VII.

I am 83 and I have been coming down to Portsmouth every year, except for the last war years, and I hope to come again this year. May I add I was made a Chief Yeoman at 30 and held the rating for ten years. Yours, etc.—A. FORRESTER, c/o Murdock, 16 Royal Terrace, Linlithgow.

My daughter was able to drive my wife and I down for the service and were delighted to see members of his old British Legion branch at Tadley present as well, and the old man was given the final honours he so richly deserved. — Yours etc., STEPHEN HILL, Welwyn Garden City.

'Clear the tracks'

SIR.—I have been asked by the Headmaster of a secondary modern school in this area to explain what a "bullgine" is—or was. The word occurs in the title of a sea shanty which is to be sung by the younger pupils of his school.

The full title of the shanty is "Clear the Tracks, let the Bullgine Run," and although the head has visited reference libraries, he has so far been unable to track down the meaning of the word.

I would be extremely grateful if you could supply the answer for me, because he has assured me of a rise for the Royal Navy in his estimation if I can produce this. — BULLGINE, (Name and address supplied.)

It would appear that although the shanty you mention is included in books of sea shanties, it is not, strictly, one of these.

The tune is an old "Darkie Minstrel" tune, but during the American Civil War the present words "Clear the tracks, let the Bullgine run" were made up by the forces in Virginia.

During the Civil War two famous battles took place on or near the Bull Run, a small stream in Virginia. The first battle took place in July, 1861, and the second in August, 1862. A railway ran from Gainesville to Centerville, and I understand that the battles mentioned took place on or around this railway line.

With this background, the phrase "Clear the tracks" is obvious and I would imagine that the Bullgine is a shortened version of Bull Run Engine. —EDITOR.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.

H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.

H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.

H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

GENERAL

H.M.S. Agincourt, February 13, at Portsmouth for trials. General Service Commission May 1 for 5th Destroyer Squadron. Home/Med. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Kirkliston, February, at Devonport for Home Sea Service. 50th M/S Squadron U.K. Base Port, Portland, may be delayed.

H.M.S. Aisne, February 20, at Chatham, for General Service Commission (24 months). 7th Destroyer Squadron. U.K. Base Port, Portsmouth.

H.M.S. Lynx, mid-March, at Chatham. L.R.P. Complement.

H.M.S. Murray, mid-March, at Rosyth. L.R.P. Complement.

H.M.S. Rame Head, March 22, at Chatham for trials.

H.M.S. Caprice, March 26, at Singapore, for Foreign Service (Far East) 8th Destroyer Squadron.

H.M.S. Cassandra, April 2, at Singapore for Foreign Service (Far East). 8th Destroyer Squadron.

845 Squadron, April 10, at R.N. Air Station, Culdrose, for Home Sea Service/Foreign Service. Second Commando Carrier, Wessex.

H.M.S. Lanton, H.M.S. Penston, H.M.S. Dafton, April 16, at Singa-

pore for 120th Minesweeping Squadron. Local Foreign Service.

H.M.S. Whirlwind, April 17, at Chatham for General Service Commission West Indies/Home (24 months). 8th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April 25, at Chatham, for General Service Commission Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, April 26, at Portsmouth, for General Service Commission. East of Suez/Home (24 months). Captain (F). 6th Frigate Squadron U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 26, at Chatham, for General Service Commission East of Suez/Home (15 months). 6th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Brighton, April 26, Change classification of service. 6th Frigate Squadron. General Service Commission East of Suez/Home (21 months). U.K. Base Port, Portsmouth.

H.M.S. Victorious, April, at Portsmouth L.R.P. Complement.

H.M.S. Defender, April, at Chatham. Increase from C. & M. party to L.R.P. complement.

H.M.S. Nubian, April, at Portsmouth for trials. Commissions for Home Sea Service September 11. General Service Commission, November for Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth. May be delayed.

H.M.S. Messina, May 1, at Gibraltar for Foreign Service. Amphibious Warfare Squadron.

H.M.S. Maidstone, May 2, at Portsmouth for Home Sea Service Trials/Steaming Crew U.K. Base Port, Rosyth.

846 Squadron, May 8, at R.N. Air Station, Culdrose for Home Sea Service/Foreign Service. Second

Commando Ship, Whirlwind.

H.M.S. Llandaff, May 10, at Devonport for General Service Commission East of Suez/Home (20 months). 6th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Whitby, May 24, at Rosyth for trials. General Service Commission. July 26. South Atlantic and South America/Home (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, May 24, at Chatham, for trials. Commissions June 26 for Home Sea Service. 3rd Frigate Squadron and Foreign Service (Far East). September.

H.M.S. Meon, June 1, at Malta for Foreign Service. Amphibious Warfare Squadron.

H.M.S. Redoubt, June 1, at Bahrain, for Foreign Service. Amphibious Warfare Squadron.

H.M.S. Protector, June 14, at Portsmouth for General Service Commission. Falkland Islands and Antarctic F.I.D.) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Owen, June 19, at Devonport for General Service Commission Indian Ocean (24 months). U.K. Base Port, Devonport.

H.M.S. Tartar, June 21, at Devonport for trials. Commissions December 11 for Home Sea Service. Commissions January, 1963, for General Service Commission, Home/Middle East (18 months). 9th Frigate Squadron U.K. Base Port, Devonport.

H.M.S. Torquay, June 28, at Portsmouth for trials. Commissions for Home Sea Service, September 4. 17th Frigate Squadron U.K. Base Port, Devonport.

H.M.S. Dainty, June, at Portsmouth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Delight, June, at Rosyth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Londonderry, July, at Portsmouth for General Service Commission, Home/West Indies (24 months). 8th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Ashanti, July, Change classification of service. 9th Frigate Squadron. General Service Commission, Home/Middle East (16 months). U.K. Base Port, Devonport.

809 Squadron, July 17, at R.N. Air Station, Lossiemouth. Strike H.Q. Squadron. Buccaneer.

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission, For Ark Royal. Buccaneer.

H.M.S. Cavendish, end July, at Gibraltar with Trials Crew. Commissions end August at Gibraltar for General Service Commission (24 months). 5th Destroyer Squadron. U.K. Base Port, Rosyth.

H.M.S. Albion, end July, at Portsmouth for Home Sea Service/Foreign Service, U.K. Base Port, Portsmouth.

H.M.S. Lion, August, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Salisbury, August 16, at Devonport for trials. Commissions September 27 at Devonport for Home Sea Service. 4th Frigate Squadron. Transfers to General Service Commission, April, 1963 (24 months). U.K. Base Port, Devonport.

H.M.S. Tenby, mid-September, at Chatham for trials. Commissions mid-November at Chatham for Home Sea Service 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Parapet, September 18, at Bahrain for Foreign Service. For amphibious Warfare Squadron.

H.M.S. Pellew, September 20, at Rosyth for trials. Commissions for Home Sea Service November 15 for 2nd Frigate Squadron. U.K. Base, Portsmouth.

H.M.S. Cambrian, September 27, at Devonport for trials. Commissions at Devonport, December.

H.M.S. Cook, September, at Singapore, for Foreign Service (Far East/Pacific).

H.M.S. Caesar, October, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron.

H.M.S. Lincoln, October, at Singapore, for Foreign Service (Far East) 3rd Frigate Squadron.

H.M.S. Loch Lomond, October, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron.

THE HELPING HAND

IT is not generally known in the Naval community that since 1939 the R.N.B.T. has developed a system of Annuities intended to help the aged ex-Naval man or his widow when on low fixed income.

These awards range on a sliding scale—up to 10s. for the single person and 15s. per week for the married couple. It is completely ignored by the National Assistance Board in its assessment of resources and permits the beneficiary to obtain those little extra comforts so very much needed in the eventide of their lives and which their normal fixed income would not permit.

Jellicoe Annuities vary according to the net income of the recipient after deduction of rent, rates, mortgage payments etc. have been made. There is a larger net income allowed in instances where the person or persons are receiving increased Statutory Benefits because of blindness or where they are receiving treatment for respiratory tuberculosis.

Annuities are normally awarded to men after reaching 65 years of age and widows after reaching 60 years of age, or to persons who through infirmity or disability are unable to earn a living.

LARGE ANNUAL EXPENDITURE

At the moment there are about 600 Jellicoe Annuities in issue, and when one thinks of an annual capital expenditure of about £15,000 in respect of these awards alone, then one gets some idea of the finance involved, particularly to ensure continuity of such payments from year to year.

Browsing through R.N.B.T. files one can read many letters received from appreciative beneficiaries. Take one instance alone: the other day the Portsmouth Local Committee submitted a recommendation for the widow of an Able Seaman to receive such an award. This "old timer" had broken service in the Royal Navy from 1909 to 1941 when he was discharged "Invalided." During the War he suffered semi-blindness in consequence of an incendiary bomb explosion. Later on he suffered with neuritis and finally the poor fellow had to have amputation of both legs at the thighs. He had been

unable to work for about thirteen years before his death, and it is gratifying to know that the widow who devotedly nursed him through his many years of suffering is now being recommended for one of these awards.

PUT TO GOOD USE

After deduction of her rent her calculated net income is assessed at 53s. 6d. per week. There is a touch of feeling about it when one reads her letter conveying sincere thanks and saying that the allowance will be wisely used to provide the extras needed in the winter, and will make just that little difference to the anxious moments of trying to budget such a limited income.

Leopard says farewell to S. Africa SHIP TOOK 430 TO SEA FOR A DAY

(By "Navy News" Representative)

LEOPARD first arrived in South Africa in May after a cruise down the west coast of Africa. In between trips to St. Helena, taking the Commander-in-Chief up the east coast, rescue work at Tristan da Cunha and Exercise "Capex," we spent in all about 11 weeks at the Cape, during which time we made a great number of friends, upheld the honour of the Royal Navy at virtually every sporting activity imaginable, having some particularly good contests against the South African Navy and gave 10 days station leave to the entire ship's company.

During the leave period some got as far as Rhodesia, Bechuanaland, the Kruger National Park and Natal, but the majority stayed in the Cape area, where they were treated with a kind-

ness and hospitality which few, if any, had ever received before or are likely to in the future.

Naturally many people organised their own leave, but we were able to arrange for anyone who wanted to take his leave, but had nowhere special to go, to stay on a farm or at a private home, and, in fact, a large number went to Hermanus, the Brighton of South Africa, where they were put up in the most luxurious hotels and treated like lords, at no little cost to their hosts.

In fact, throughout our stay in the country we were invariably welcomed, whether it was in the Cape, Hermanus or farther afield, with a warmth and friendliness that would be difficult, or even impossible, to surpass.

By the time December came and we were due to sail for South America, the Leopard and her crew had become so well known and such a part of Cape Town life that people could not believe we were finally making our departure.

A DAY AT SEA

Both the officers and chief and petty officers held a succession of cocktail parties on board, and three days before we sailed we had a farewell ship's company dance at a local hotel. Over 250 guests came to this dance and passed an extremely enjoyable evening. As we were sailing round to Cape Town from Simonstown on Saturday, December 2, we decided we would round off our stay with a day at sea for all those who had offered us hospitality over the last six months.

We had estimated that there would be a maximum of 350 guests, but when we sailed it was found that we had 430 civilians with us. This caused a minor crisis in the galley, but by some miracle they were able to find food for everyone.

On the way round the Cape our guests had the run of the ship except, of course, for certain classified compartments. We had film shows for the children, bingo, the ceremony of mixing the Christmas pudding and an excellent lunch of crayfish salad, cold

SHIPS OF THE ROYAL NAVY

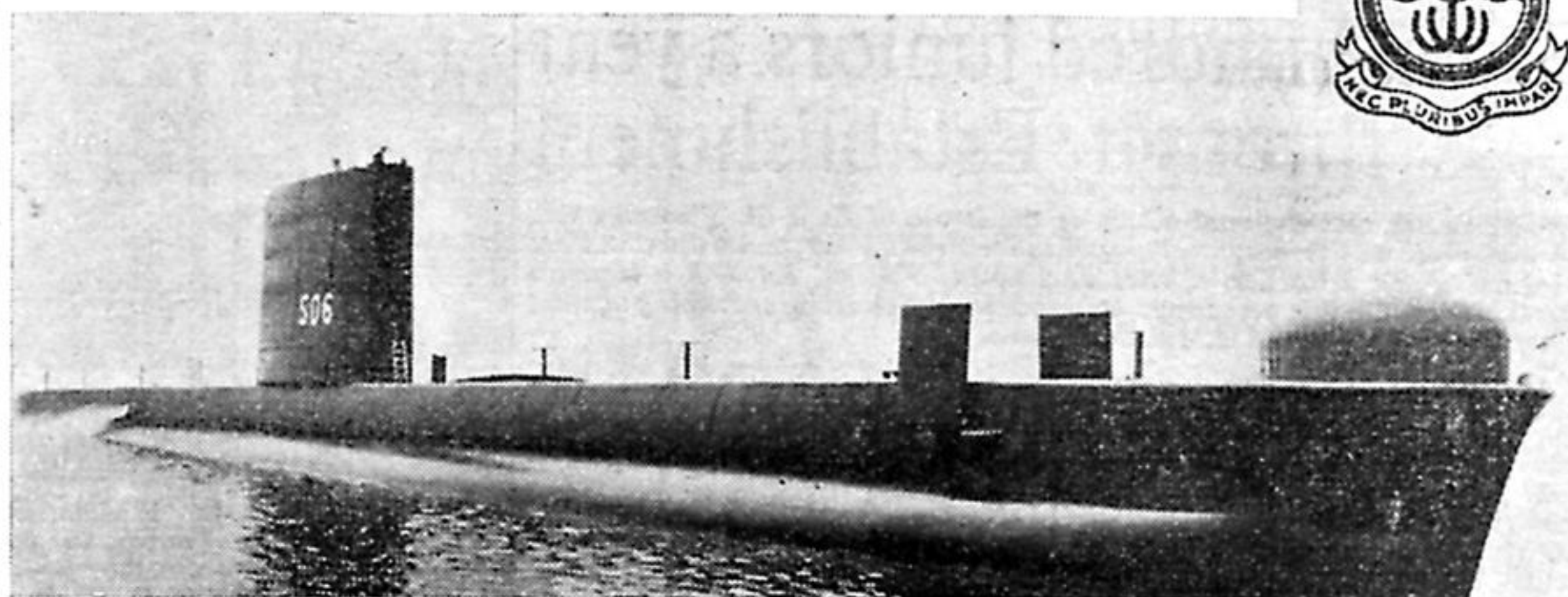
POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown and Oberon.

(Albums to hold 64 postcards may be obtained from the Editor, price 8s. 6d. post free.)

SHIPS OF THE ROYAL NAVY H.M.S. Cachalot

No. 75



H.M. Submarine Cachalot, one of the Porpoise class, was launched on December 11, 1957 and completed on September 1, 1959. She was built by Scotts' Shipbuilding and Engineering Co., Ltd., Greenock (main propelling machinery manufactured in H.M. Dockyard, Chatham).

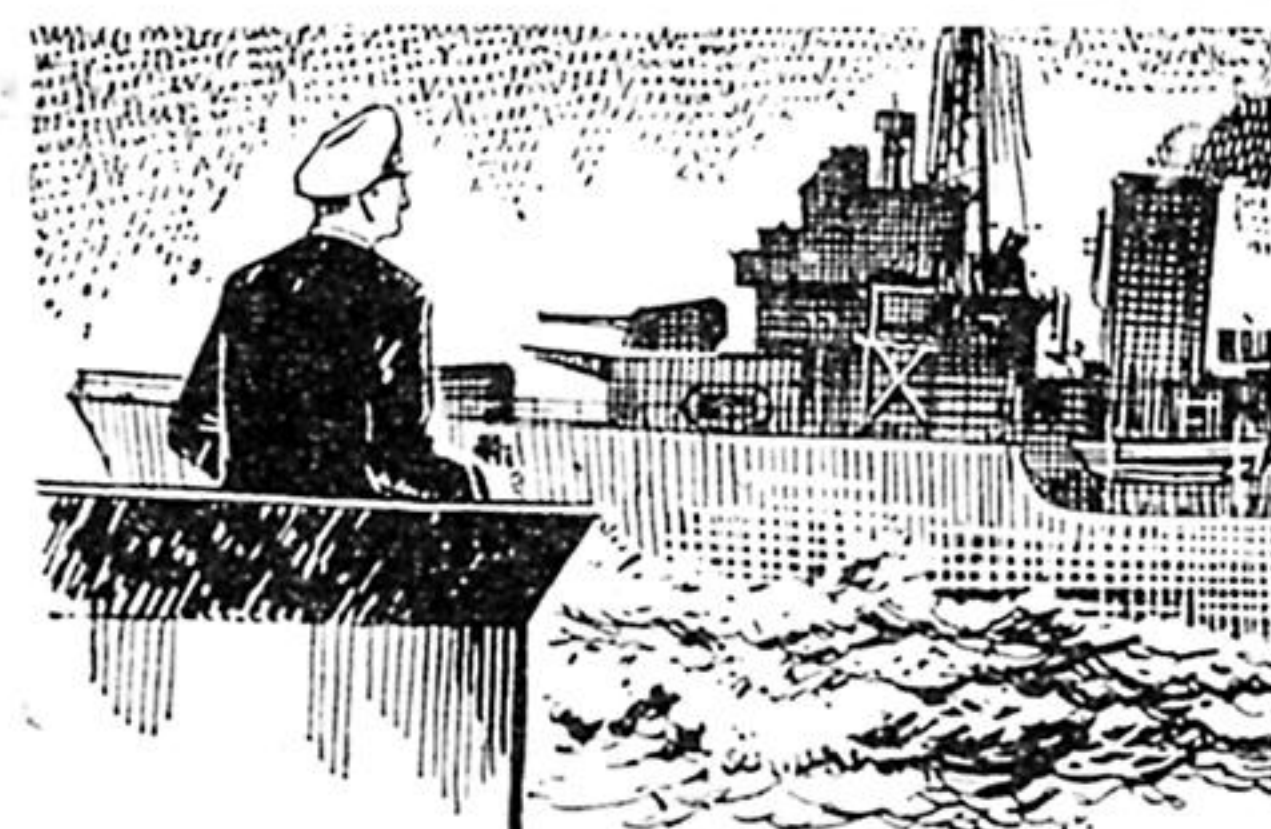
The Porpoise class submarines have a standard displacement of 1,610 tons, are 241 ft. (p.p.) in length and have eight 21-inch torpedo tubes. Complement is 6 officers and 65 ratings.

Cachalot is able to undertake continuous submerged patrol in any part of the world. The design of her hull and superstructure reflects her capabilities of high underwater speed and great diving depth. It is possible for her to remain totally submerged for several days even without using her "snort."

Special facilities exist to distil fresh water from sea water for drinking purposes, and the submarine has stowage for large quantities of stores and provisions which enables her to remain on patrol for months without any outside support.

turkey and strawberries and cream. It was a perfect day for the occasion, and most people preferred to stay on the upper deck, basking in the sunshine and admiring the beautiful scenery. Needless to say the beer bar and the free soft drinks bar did a very brisk trade. It was the sort of day that all who were present will not forget for a very long time.

A final Saturday night in Cape Town docks was the signal for everyone who could to go on a farewell run ashore. Contrary to all expectations, Cape Town was fairly quiet that night, and as daylight came and the sun rose over the Hottentot Holland Mountains, the only signs of life were the numerous Leopards saying their final farewells. We sailed at 10 on Sunday morning, with a large crowd of people, and our faithful Pipe Band, to see us off. One could not help but feel sad as Table Mountain, and all that it had come to mean to us, receded.



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When the Flag Officer Submarines, Rear-Admiral H. S. Mackenzie, D.S.O. and Bar, D.S.C., visited Malta, he visited the Submarine Support-Accommodation Ship, H.M.S. Narvik and took part in the Christmas preparations. In the foreground are Lieut. J. N. Colquhoun, R.N. (First Lieut., H.M.S. Tiptoe), Lieut.-Cdr. R. G. Fry, R.N. (Captain, H.M.S. Talent), Lieut. R. G. Heaslip, R.N. (Captain, H.M.S. Sea Devil). Assisting the Admiral are Capt. H. R. B. Newton, D.S.C., R.N., The Captain Submarines and Minesweepers, Mediterranean, C.P.O. Cook (S), R. Cook, Cook (S) J. Tosney, and Lieut.-Cdr. O. S. M. Bayley, R.N., the Staff Supply Officer of the ship.

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H.M.S. ST. VINCENT — A LINK WITH THE PAST

Seven hundred juniors a year pass through Establishment

THIS month sees the anniversary of the Battle of Cape St. Vincent which took place on February 14, 1797, when the British Fleet, under the command of Admiral Sir John Jervis, later Earl of St. Vincent, defeated a superior Spanish fleet, and it is perhaps an appropriate time to relate something of what takes place in the present H.M.S. St. Vincent.

The present establishment, situated in Forton Road, Gosport, is the fourth ship to bear the name, and when the establishment was commissioned in 1927 as a Boys' Training Establishment, it was appropriate that the name St. Vincent should be chosen, for the actual buildings of Forton Barracks had long been associated with the Royal Marines, with whom Sir John Jervis had strong connections; the Earl's first command was H.M.S. Gosport; and the "wooden wall" which carried his name had trained boys in Portsmouth Harbour.

PRESENT TASK

The present task of H.M.S. St. Vincent is the training of Junior Seamen and Junior Electrical Mechanics for the Fleet. A Junior may enter at any age between 15 and 16½ and, on entry, will come straight to H.M.S. St. Vincent for a period of one year. For the first five weeks, all Juniors remain in the New Entry Division, where the rudiments of naval life are taught. Whilst in "New Entries" a Junior will learn how to wear the Queen's uniform correctly, how to march and drill, and how to keep himself and his kit clean. He is also given an insight into the many naval customs and routines which normally baffle a landsman.

On completion of his time in the New Entry Division, a Junior, whether Seaman or Electrical Mechanic, is allocated to one of the four main course divisions—Anson, Blake, Duncan and Hawke. The Divisions closely resemble the "houses" of a boarding school, and each has its own staff of Divisional officers, Instructor officers and rating instructors.

With the ever-increasing need for technically-minded ratings in all

branches of the Service, it is necessary that every Junior should receive school education as well as practical instruction. School work occupies almost half a Junior's time at St. Vincent.

Although specialising in their respective trades, both Seamen and Electrical Mechanics follow a common syllabus for a great deal of their course, as the need to produce a man who is basically a sailor is considered to be of prime importance.

NOT ALL WORK

Life is not all drill and instruction. Sport plays a large part in the establishment's life. Apart from providing relaxation and recreation, participation in various sports gives an opportunity to many youngsters to learn and practice games that they might not have encountered in civilian life. Apart from soccer, rugby and cricket, the establishment competes against local schools and other training establishments at a variety of games including hockey, shooting, cross-country running, basketball, sailing, boxing, athletics and swimming. It is hoped that, during his time at St. Vincent, every boy will follow at least one sport which will be of use to him when he goes to the Fleet.

To assist with Divisions and ceremonial parades, St. Vincent possesses a Bugle Band, 50 strong, composed entirely of Juniors and trained by Royal Marine Buglers. The Bugle Band, apart from their normal duties, frequently assist at outside functions throughout Hampshire and the South Coast, and also play an important part in the annual St. Vincent Tattoo and the Fireworks Display. A large audience of the general public attends both these displays, and the finale piece normally consists of Ceremonial Sunset played by the massed bands, and



The figure-head in H.M.S. St. Vincent, so well known to the thousands who received their training in the establishment. (Photo—J. C. Lawrence & Sons, Gosport)

accompanied by the floodlit "manning" of the 113-foot mast by a party of Juniors.

COMMEMORATION DINNER

To preserve an important link with the past and to commemorate one of England's greatest victories at sea, it is the custom for the Wardroom of H.M.S. St. Vincent to dine on February 14 under the keen eye of the Earl's portrait which hangs in the Ballroom, and to invite, as guests, officers whose appointments bear a connection with the career of Lord St. Vincent. These include the Major-General Royal Marines, Portsmouth, representing the Royal Marines, of whom St. Vincent was once General and for whom he obtained the title "Royal," and the Captains of Her Majesty's Ships Collingwood and Excellent to remind all of the special distinction gained by H.M.S. Excellent, under the command of Captain Collingwood, at the Battle of Cape St. Vincent.

The present Captain of H.M.S. St. Vincent is Capt. M. N. Tufnell, D.S.C., Royal Navy, and to assist him in the task of training an average number of 700 Juniors, he has a staff of 60 officers and 200 ratings.

Helicopter escape

LIEUT.-CDR. K. Mitchell, R.N., and LC/Sgt. R. Adamson, stepped out unhurt from their helicopter from H.M.S. Bulwark, when it crashed from a height of 200 feet about 40 miles from Perth, Western Australia.

The helicopter was taking part in a Special Air Service exercise.

In Memoriam

Anthony John Atwill, Electrical Artificer Apprentice 056042, H.M.S. Fisgard. Died December 12, 1961.

Robert Augustine Thompson, Stores Chief Petty Officer (S), W/M. 59720, H.M.S. Drake. Died December 14, 1961.

Donald Frankland Sick Berth Attendant, D/MX.897297, R.N. Hospital, Plymouth. Died December 17, 1961.

Leonard Morris Hunt, Sergeant, Ch/X3588, R.M.T.C., Mediterranean. Died December 19, 1961.

William Michael Swann, Radio Operator 3rd Class, P/J.980771 H.M.S. Tiger. Died December 22, 1961.

Frederick John Gladwish, Ordnance Artificer Apprentice M.977980, H.M.S. Caledonia. Died December 21, 1961.

Roger George Huckin, Leading Radio Electrical Mechanic, P/M.961523, H.M.S. Hermes. Died December 25, 1961.

Glyn Rossant, Able Seaman, C/J.942110, H.M.S. Palliser. Died December 25, 1961.

Terence Arthur Attwood, Able Seaman, D/J.983733, H.M.S. B. F. Saintes. Died December 25, 1961.

Alan Murray Privett, Marine, R.M.20662, Royal Marine Depot Deal. Died December 22, 1961.

Malcolm George Trinder, Store Assistant (V), P/M.966190, H.M.S. Carron. Died January 5, 1962.

Maurice Albert Wilson, Marine R.M. 18459 43rd Commando Royal Marines. Died January 6, 1962.

John Alfred Smith, Marine, R.M. 12193, H.M.S. Loch Alvie. Died January 5, 1962.

Graham Irvine Anderson, Acting Petty Officer (Air), D/JX.909037 Missing presumed dead.

Make plans for future with Resettlement officer

THE day when you leave the Service and enter "Civvy Street" must eventually come, and for that day you should make your plans in good time. Do not leave it until the last minute and then get into a panic. Give yourself, your Resettlement Information Officer and your Port Resettlement Information Officer a chance.

To get advice and practical help about your problems a visit to the Port Resettlement Information Office is a "must." Even if your plans are cut and dried you lose nothing by discussing them with the Port Resettlement Information Officer and you may well obtain further information, contacts, other "strings to your bow."

INTERVIEW BOARD

You have the privilege of asking for a Resettlement Interview Board. Use it. You will meet not only the P.R.I.O. but also responsible officers from the Ministry of Labour and from the Regular Forces Employment Association. What about that job you have already found? Is there something better around the corner? See your Resettlement Information Officer, visit the Port Resettlement Office, arrange a Board interview and find out. Four heads are better than one. You have nothing to lose, you may gain much—it all depends on your particular problem which you can discuss in comfort and in confidence.

Normally people apply for a Resettlement Interview Board during their last three or four months but there is nothing to stop you from asking for a preliminary interview two years or more before release so that you can plan ahead and you can always go back for more.

GOOD BACKGROUND

Chief E.R.A. Brith was due for release to pension March, 1961 and he would therefore have been available for employment from the beginning of his terminal leave which commenced on February 27, 1961.

Like many others about to leave the Service, Brith was not particularly happy about the unknown that lay ahead in "Civvy Street." However, his first interview with his Ship's Resettlement Information Officer in December, 1960 did a lot to allay his fears and he soon realised that his extensive background of service engineering would in all probability stand him in good stead in the industrial fields ahead. By trade a fitter and turner, he was fully qualified in I.C.F., Diesel and Refrigeration Machinery. He had, in turn, held change jobs in Destroyer and Submarine Depot Ships and was in possession of a Ministry of Transport Certificate, Part A.

The follow-up of his preliminary interview was quickly organised and as soon as his Forms E.D. 828 arrived at the Port Resettlement Information Office, H.M.S. Drake, he was allocated an interview with the Devonport Resettlement Board. This board consisted of the Devonport representative of the Regular Forces Employment Association, a representative of the Ministry of Labour and the Port Resettlement Information Officer. The informal nature of the board became apparent when Brith was introduced to its members. The Chairman soon established that Brith although keen to get suitable employment in his home area at Plymouth—his family consisted of a boy and girl both of whom were happily fixed up at school—was prepared to move if necessary and if he did, he would prefer employment with accommodation.

The first action of the Board on Brith's behalf was to arrange an interview for him with a Plymouth firm of Engineers and after two interviews he was offered the job of Factory Floor Inspector at a very good wage.

GOLD CARD SCHEME

Simultaneously, it was decided to use the Regular Forces Employment Association Gold Card Scheme on his behalf. Brith was asked to enumerate the areas of the country in which he would consider suitable employment.

A Gold Card giving full details of Brith's qualifications and type of employment required was then prepared and a copy circulated to each of the appropriate R.F.E.A. Branches. It is most interesting to note that all but one of these areas had some suitable employment to offer and Brith was faced with the problem of choosing which of the replies he was interested in.

To cut a long story short, Brith, through the facilities of the R.F.E.A. and the Ministry of Labour went eventually to a Midlands industrial town for an interview, as a result of which he was offered and accepted the post of Assistant Charge Engineer in the factory of a firm which has a world-wide reputation for its excellent products. His commencing salary was over £1,200 per annum.

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Banished with bacon and beans,
But the gnawing hunger of men for
A home and all that it means."
(APOLOGIES TO THE LATE DAN MCGREW)

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Hard work starts to bring rewards

GUNNER'S MATE MEANT EXTRA SHILLING PER DAY

(BY NEPTUNE)

(In his previous articles, NEPTUNE, who joined the Royal Navy in 1904, told of his early training, of his first commission in China, and his efforts to make progress in his chosen career. In the December issue he told of life in H.M.S. King Edward VII, and when that ship was paid off he was drafted to Whale Island, recommended to qualify for gunlayer third class and gunner's mate.)

ON August 1, 1911, I was back in the Gunnery School (Whale Island). I felt that it was a stroke of the greatest good fortune that I should have been drafted back to dear old Whale, the spiritual home of all gunnery enthusiasts.

It was a great boon to have by-passed the Royal Naval Barracks, and the monotonous routine of muster bag, and its consequent penalties, only to be repeated, perhaps, a week later, on being drafted from the barracks to the island. The Clothing Crusher at Whale, had quite an observant eye, but was quite pleasantly tactful in pointing out infringements of Dress Regulations, and he was generally rewarded for his kindly interest in the welfare of erring sailors.

"HURLY-BURLY" WEEK

Having successfully cleared this first hurdle, I felt that I could now look forward to the future happily, and with confidence. Within a short time, I commenced qualifying for Gunlayer's 3rd Class, commencing with an intensive course of "Dotters and Splashes" at North Battery, a week at sea in the Sloop H.M.S. Vestal, for a preliminary shoot, followed by the hurly-burly week in H.M.S. Grafton, for the final shoot, the course taking about six weeks. (Once more I paraded with my others, in readiness to step forward on to that precious stone, upon which some thousands must have stood, with that butterfly feeling in the stomach, wondering whether one had been a "Success" or "Failure." Eventually my name was called and, having steadied myself on the stone, I dimly heard, "Qualified for Gunlayer 3rd Class"; "Await class for Gunner's Mate." "Right turn, double march."

The pay for this non-substantive rating was one shilling per day, sixpence more than the rate for Gunlayer 3rd Class, and only twopenny more than a Gunlayer 2nd Class. This was the reward, given by the powers that be, for the intensive nine months' study.

I had heard it said frequently, "Is it worth the trouble?" My reply was always "Yes," although I agreed that it was a poor incentive. I realised I had gained much knowledge, and that had been my incentive.

Here I was, then, Leading Seaman, Gunner's Mate, One Good Conduct Badge. I was rather a novelty on the Parade Ground or West Battery, because I looked, it was said, "Very young." Nevertheless my experiences had taught me how to handle men much older than myself.

"SO TO SEA"

Thoughts of becoming a Warrant Officer had never entered my head, until one day the words of the Paymaster of H.M.S. King Edward VII flashed through my mind. "Twenty-three a Leading Seaman, twenty-seven a Warrant Officer!" I was then twenty-five years of age, so, I said to myself "Have a go."

Unfortunately, I did not know the ropes, and when I came before Commander Cambell, Executive Officer of Whale Island, as a request, and asked to be allowed to pass in Seamanship for the rank of Warrant Officer, I could

In addition, I was given special duties in connection with the experiments. These were completed much sooner than anticipated and the ship was to return to Portsmouth.

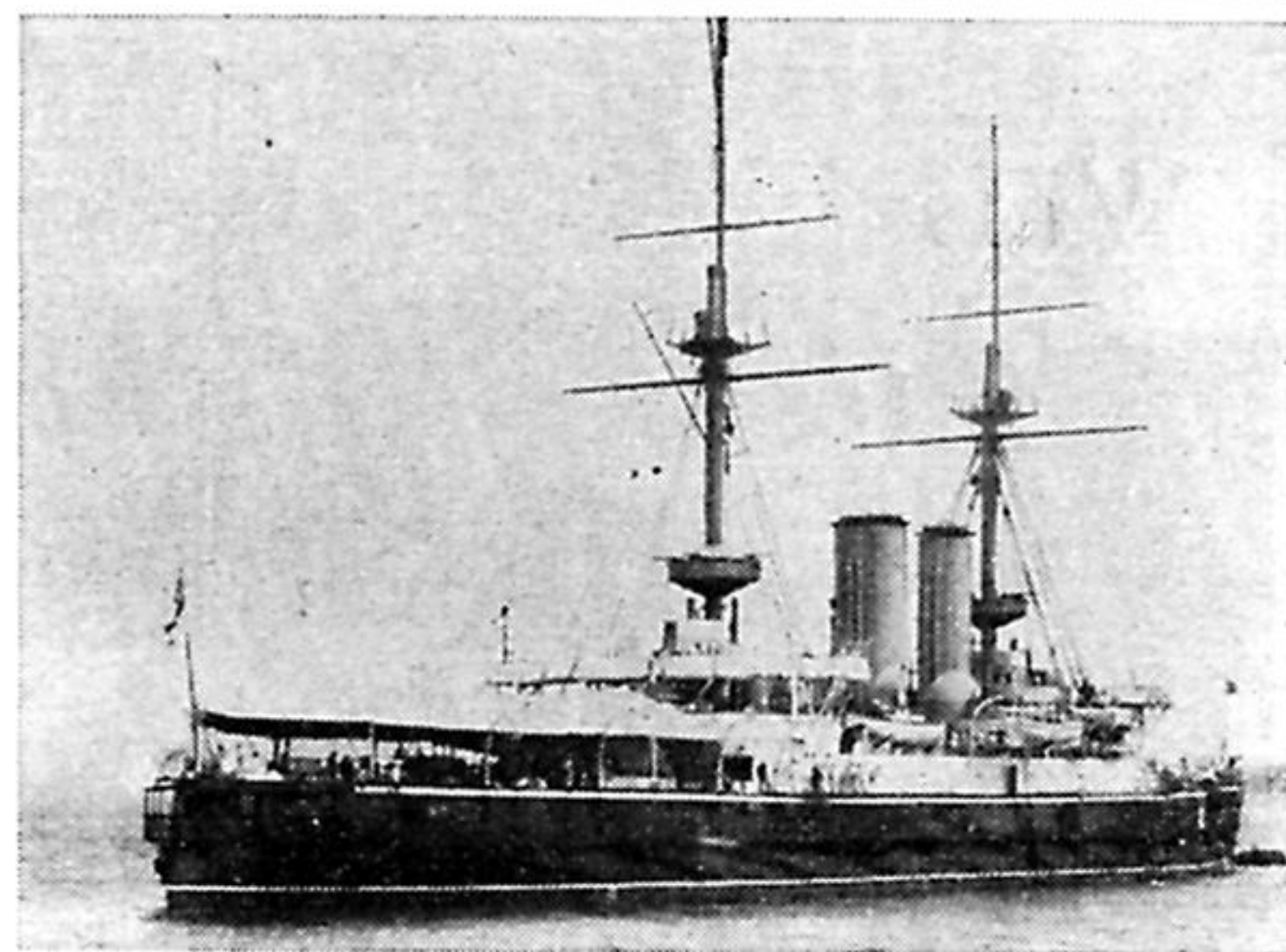
OPPORTUNITY KNOCKS

Would it, I thought, be of any use, to renew my request in so short a time? After some hesitation, I remembered hearing the saying "Opportunity knocks." "Yes," I again thought, "Time and tide waits for no man." "This was it, use your initiative," I told myself, "and bang in your request." This I did with a feeling of apprehension, wondering whether I would again get the cold shoulder.

How glad I was, to have taken the initiative. The Captain said he would not only recommend me, but would request a Board of Officers to be formed to examine me in Seamanship, on the return of H.M.S. Seagull to Portsmouth. I was examined by a Board of Officers in Seamanship, and handling Steamboats, in Portsmouth Harbour on November 4, 1912, and returned to Whale Island on November 14 after only two months away, and the next day commenced the mathematical course for the rank of Warrant Officer. I had then completed over five and a half years in seagoing ships out of my seven and a half years' man service time.

MORE COURSES

As the syllabus for a Gunner "G"



H.M.S. Bulwark. This 15,000-ton battleship was lost off Sheerness on November 26, 1914, as the result of an internal explosion.

terror, more particularly to the Officers. There were two other Gunner's Mates, but these were also Turret Gunlayers, so the administration of training the gunnery personnel became my major duty, and I virtually became the Gunnery Officer's Assistant. Lieut. Ferguson was a very keen Gunnery Officer and it was a great pleasure to work very closely with him.

RECOMMENDED FOR A COMMISSION

In 1912 Winston Churchill introduced a scheme designed to enable Petty and young Warrant Officers to become Commissioned Officers, but the conditions laid down were almost impossible. Petty Officers had to be single, below the age of 25, and passed for Warrant Officer.

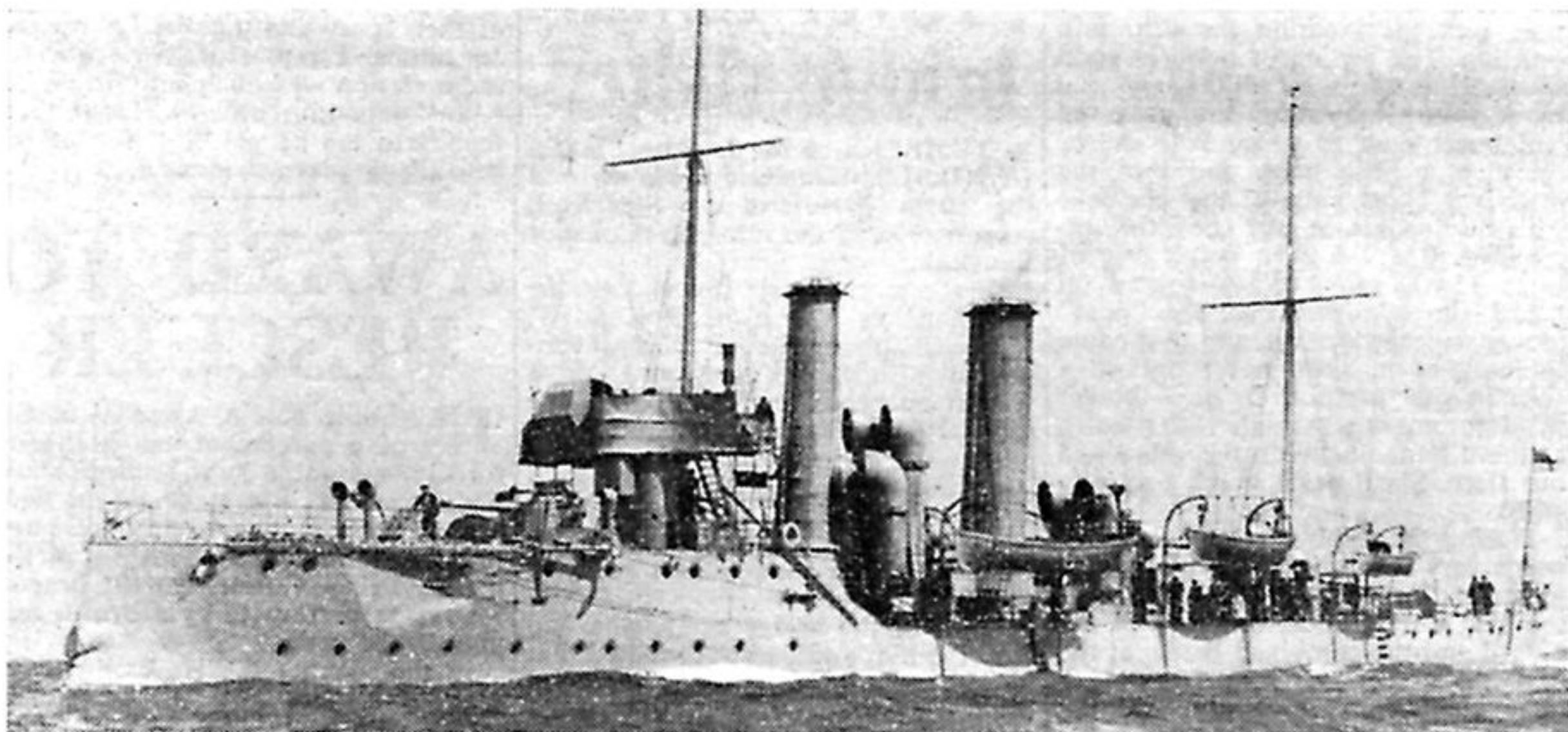
As the numbers required were not forthcoming, married ratings were allowed to compete, and the age limit increased to 30. Selections were made twice a year. With these amended conditions I became eligible, although I had not given it serious thought

until the subject was raised by Lieut. Ferguson. He had me up before Captain Chaterton, who said "I will certainly do as Lieut. Ferguson suggests and will recommend you for a Commission."

Immediately on my return from Christmas leave at the end of December, 1913, I was informed by the Gunnery Officer (Lieut. Ferguson), that I was being recalled to Whale Island, as I had been selected to qualify in the "Advanced Gunner's Course," known as the Dagger Course. This was a very great honour indeed, as I was still a Petty Officer of only six months seniority.

So on January 4, 1914, I returned to Whale Island to qualify for Dagger Course Gunner, which would fit me to be Assistant Gunnery Officer in a Battleship or Battle Cruiser, and in addition, I had been strongly recommended for a Commission by the Captain of H.M.S. Bulwark. I was one of the two Petty Officers who had been selected, together with ten Warrant Officers for the Dagger Course Gunner.

(To be continued)



H.M.S. Seagull. A first-class gunboat of 735 tons built at Chatham in 1888-9. She was sunk in collision in the Firth of the Clyde on September 30, 1917

This sounded too good to be true, and I went to the Gunnery Office, to obtain confirmation. My two years and four months served in H.M.S. King Edward VII was bearing fruit. Whilst waiting class there was the inevitable odd job requiring "Working Parties," Coaling or ammunitioning the tenders H.M.S. Grafton, or the old Battleship Revenge. These jobs were no picnic. It was whilst ammunitioning Revenge, that a 13.5 inch cordite quarter charge crushed my big toe.

In October, 1911, I commenced my course for Gunner's Mate. There were only two Leading Seamen, the remainder being Petty Officers. A "passing in" test in mathematics was given, and having passed it successfully, the school course covered a period of three months.

It was on the morning of December 5, that the schoolmaster tapped his desk, and announced that a son had been born to me. This was greeted with cheers from my classmates, but I found myself blushing and felt rather embarrassed. However, that son was destined to spend many years in the Royal Navy.

"MAGIC STONE" AGAIN

The qualifying course for Gunner's Mate was completed by June, 1912, but I could not be rated until I had qualified for a Gunlayer 2nd Class. This took a few more weeks, with a turn at sea in Vestal and Grafton, and the sacred ground of the Stepping Stone. It was, therefore, as music to my ears, as I stood on the Magic Stone and heard announced qualified "Gunner's Mate."

see that I had dropped a brick, when he said, "You had better get to sea, why! you have only seven years' service."

So that was that: I was still learning. Although I naturally felt a bit dispirited, but it made me much more determined to "Have a go." Meanwhile I continued in the role of temporary Gunnery Staff Instructor.

In September, 1912, it had been decided to complete H.M.S. Seagull, a gunboat, to full complement, to enable "Explosive Sweep Trials" in the Moray Firth to be carried out under the direction of Admiral Tupper, a previous Captain of H.M.S. Excellent.

As a Gunner's Mate was allowed in the Complement, I was drafted to H.M.S. Seagull, then in Portsmouth Harbour on September 18, 1912. On joining, I met a snag. I was victualled in the Petty Officers' Mess, by virtue of being a "Gunner's Mate," but I was only a Leading Seaman. This problem was taken to the Captain for settlement, who ruled that as I was the senior gunnery rating on board, it was necessary for disciplinary reasons that I should be given the status of Petty Officer. This ruling was readily accepted by the Petty Officers. They made me welcome, happy and comfortable.

Whilst Seagull had been in the Reserve Fleet, with a very reduced crew, it had been impossible to keep a Watch Bill up to date, so my first duty was to get "Action Stations" organised, and drill guns crews and ammunition supply parties, etc., and, as far as possible, get the ship's company into fighting trim as the German challenge was becoming very acute.

qualifying included a "Gunner's Mate's Course," so I had covered a half of the course already. The remaining subjects in "Gunnery and Diving" were completed by April, 1913. This was followed by a three-month course in H.M.S. Vernon, studying mining, heater torpedo, electricity and other allied subjects.

On the morning of June 3, 1913, I was instructed to attend Captain's Requests. This had me really guessing. It was, therefore, with much pleasure, and indeed, surprise, that I heard the Captain say, rated Petty Officer (new system).

The course in Vernon completed, I returned to Whale Island on June 12 once again. I paraded outside the Gunnery Office, in readiness to step on, what had become to me, "The Stone of Destiny." I was all keyed up, anxious to hear the result of my examinations. At last I was on the "Stone," feeling very excited, and I heard announced, "Qualified Gunner 'G' 1st Class." This was beyond my wildest hopes and expectations it made me feel inspired.

However, I was not yet able to be promoted to Warrant Officer. I had to serve one year as a Petty Officer, and be recommended for Warrant Rank whilst serving at sea. Within two weeks I was on draft to H.M.S. Bulwark, a Battleship of the 5th Battle Squadron. These ships were then manned by only 3/5th of the allowed complement. Soon after joining her, the Squadron proceeded on an autumn cruise, visiting mainly Scottish ports, and to carry out an intensive firing programme.

Our Commanding Officer was Captain Chaterton. He was a bit of a

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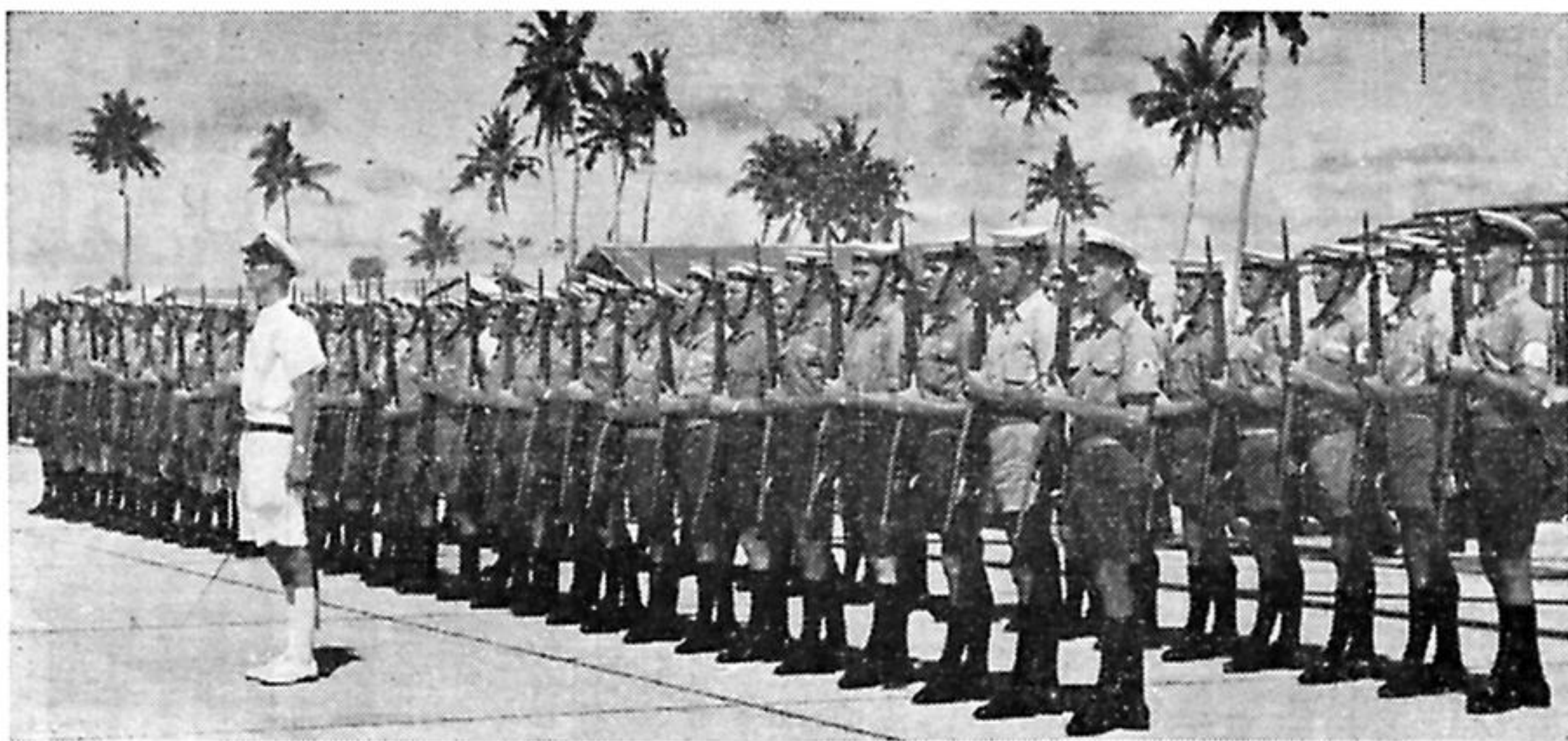
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82 Royal Parade, Plymouth
111 Commercial Road, Portsmouth
5 London Road, North End, Portsmouth
228 High Street, Chatham
20 Above Bar, Southampton

41 Gordon Street, Glasgow
12 North Bridge, Edinburgh
52 Commercial Street, Dundee
20 High Street, Belfast
253 Main Street, Gibraltar

AND BRANCHES THROUGHOUT BRITAIN



Belfast's guard training at Gan for the Tanganyikan Independence celebrations.

BELFAST'S 10,000 MILE TRIP

Hong Kong to Dar-es-Salaam and back to Singapore

A round trip of over 10,000 miles faced H.M.S. Belfast when the cruiser left Hong Kong on November 18 after the visit of Her Royal Highness Princess Alexandra. The ship was ordered to attend the Tanganyikan Independence Celebrations at Dar-es-Salaam and then to return to Singapore for Christmas.

On the long trip to Africa Belfast made only two stops. She first called at Singapore for fuel and to embark the combined bands of the Commander-in-Chief, Far East Station, and the Third Commando Brigade; these Bands were to play an important part in the Celebrations and also, while at sea, they entertained the Ship's Company with regular concerts.

INTER-SERVICE SOLIDARITY

The second stop was at a small island in the Maldives group—Gan. This Island is a staging post on the route to the Far East, and is staffed, with the help of local and imported labour, by the R.A.F. Although Belfast was there for only a few hours, the R.A.F. had laid on facilities for sport and swimming (popular)

and Guard training for the part the ship was to play in the Independence Celebrations (not so popular). Causing no little comment was a sign painted in large white lettering on one of the runways. This read, "Under the protection of the Royal Navy"—the work of an earlier visit of one of H.M. Ships. Comment was caused not by the notice itself—a perfectly reasonable statement—but by the fact that it was still there. Apparently, a far-sighted senior officer of the R.A.F. is reputed to have ordered that this tribute to inter-service solidarity should not be painted out but should be allowed to remain.

Leaving Gan November 28, Pemba Island, a small island off the coast of Africa was reached on December 3. Here the ship's side was painted and

a truly sparkling Belfast sailed into Mombassa Harbour, on December 4—unfortunately in a torrential down-pour!

After the long days at sea members of the ship's company were very glad to set foot on land once more, and with Christmas so close last minute presents were the order of the day. Following advice by the "seen it all before" men, newcomers rushed ashore to buy the locally carved wooden animals. The eager buyers soon caused severe inflation, and late-comers had to pay for their tardiness.

The following day Rear Admiral A. A. F. Talbot, C.B., D.S.O., Flag Officer, Middle East, and Mrs. Talbot joined the ship. They went to Dar-es-Salaam and, in the week that they were on board, became very popular with the Ship's Company.

SO MUCH FUSS

H.M.S. Belfast sailed from Mombasa on the 5th and arrived at Dar on the 6th. The anchorage allocated at Dar was very difficult to enter and some time was spent easing the ship into position. The feeling of pride in good seamanship was very quickly reduced by a young lady who said that she had never seen so much fuss caused by such a little boat, and that the merchant ships entered the Harbour with no trouble at all! (For the uninitiated H.M.S. Belfast is a cruiser of some 15,000 tons.) When invited on board she admitted that the "boat" looked bigger close up, and that come to think of it, she'd never noticed a ship in our position before—though this last remark was made with a smirk at the distance between the shore and our stern. She'll never make a sailor's wife!

During the ship's stay at Dar, there was a very full programme of engagements and functions. The highlights of the visit were the performance of the Guard and the combined Bands at the flag raising ceremony in front of a huge audience at midnight, and the dinner party on the Quarterdeck for H.R.H. Prince Philip on the 10th.

CAME FROM MILES AROUND

The cruiser sailed from Dar on the 11th and was given a rousing send-off by the local inhabitants. Though only a very small town, the number of people waving farewell was enormous. It seemed as if everybody for miles around had come to see the ship off, and it certainly brought home the importance of "showing the flag."

Belfast called at Mombasa long enough to disembark Admiral and Mrs. Talbot and to fuel and then in company with H.M.S. Rhyl, proceed to Gan, where a party was given for some of the R.A.F. officers and senior N.C.Os.

From Gan the ship started for Singapore, where Christmas was to be spent. While on passage, H.M.S. Rhyl was detached to Goa and Belfast went with her for part of the way to refuel her just off Ceylon. This added a day to the journey, and the ship eventually arrived at Singapore on Saturday morning December 23.

NOT SO DUMB!

At a trial of pirates at Tawan, British North Borneo recently, the majority of the 27 pirates were found guilty and sentenced to periods in jail ranging from 10 to 12 years.

One of the accused, apparently deaf and dumb, was discharged by the Judge as being harmless. After the judge had delivered the sentence this man stood up and in a voice charged with heartfelt relief said "Thank you your Worship."

Trump greeted the Rising Sun

MAORIS GAVE SHIP PRIZED POSSESSION

PRIOR to the visit made by H.M.S. Trump to Gisborne very little was known by the ship's company about this city situated on the east coast of the North Island of New Zealand.

Gisborne being the first city in the world to greet the rising sun was the first thing to create an interest as to where this city lies. This natural function was witnessed by many of the ship's company returning off night leave! Although Gisborne is probably one of the least known cities of New Zealand it has probably a great deal more natural assets and historical points of interest to offer than any other New Zealand city.

Gisborne was the place where Capt. Cook made his first landing in New Zealand; he named the bay in which this city is situated the Bay of Poverty. This title seemed a bad choice as the Gisborne district produces 80 per cent. of New Zealand's maize crop. Capt. Cook also met with hostilities on landing in the bay—the Trump's story is entirely different.

WELCOME VISITORS

Trump came to Gisborne on a courtesy visit during Exercise Aukex Six. An exercise with units of the R.N.Z.N., R.A.N. and R.N., Trump being the only unit to visit Gisborne. From the moment of Trump's arrival the population, some 20,000, made it clear that the ship's company were most welcome visitors and set out to make the stay a memorable one.

During the four-day visit invitations to a sheep station and a dairy farm were offered, invitations which were

filled immediately. Also unofficial visits to the patients of Gisborne's Cook Hospital and to one of the local schools were made to give a general view of submarine life to those who couldn't visit the boat whilst she was open to visitors.

A highly successful social evening was organised by the Naval Association for the ship's company on the first night of the visit. This function made very clear the high standard of hospitality of the people of Gisborne; it also secured a friendship between the hosts and the invited which is sure will last. During the next three days the boat had many visitors and time ashore was spent by visits to various places of interest; some official, many arranged by the friends made on the first night ashore. Every member of the ship's company received a friendly welcome and was able to see beautiful land and seascapes which surround Poverty Bay, generally in the company of other beautiful local assets.

MAORI GIFT

One of the most memorable occasions was the "ship's run" held on the last evening. This was an excellent opportunity to say farewells, and a good time was had by all. Also on the last night of the stay some of the ship's company were entertained by the very friendly local Maori community. As a souvenir of this visit the ship was presented with a greenstone several hundred years old—a highly prized and valuable possession of the Maoris.

H.M.S. Trump sailed from Gisborne in glorious weather at 1100 on the morning of Sunday, November 26. Many thousands were there to give a great send off and the ship was escorted out by every small craft in the harbour. During the ship's visit the local press and radio had given much of their space and time to Trump and on sailing a representative from the radio station was on board. Those on board were thus able to record their thanks to the people of Gisborne for broadcasting later that day.

River Kwai bridge visited

MEMBERS of the Inshore Flotilla (H.M.S. Woodbridge Haven and the 104th Minesweeping Squadron) recently visited the war graves outside Bangkok.

The first cemetery visited was the Kanchanaburi where the Rev. R. W. Tate, Chaplain, Royal Navy, conducted a short ceremony and laid a wreath on behalf of the Flotilla. The cemetery was beautifully tended, the grass was trimly cut, there were flowering shrubs in neat gardens and even some rose bushes were seen. The cemetery at Chungkai was also visited by some of the party, others going to the Kwai Bridge.

Some of the bridge party, who had seen the film and had not realised that it was shot in Ceylon, were a bit disappointed. The country is very flat and of course the actual bridge was bombed during the war and although the stumps can be seen when the river is low, there had been rain not long before and so nothing was visible. There is now a steel bridge spanning the river, built by a Japanese firm, about 100 yards upstream from the old bridge.

There is a curious Japanese war memorial on the site of the prisoner built bridge—a huge concrete block about 12 feet high. The visitors could not find out whether this is in memory of their own dead or whether it signified some remorse for the thousands of men who had virtually been murdered while building the railway.

Everyone was impressed by the aura of peacefulness at each cemetery, but as the visitors walked around and noted that the average age of those remembered was about 23 or 24 (the youngest age noted was 19) they prayed that the rulers of the nations would "seek peace and ensue it."

AWARD TO RESCUER

THE Emile Robin Award, consisting of a parchment and a cheque for £16, sponsored by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, was recently presented to Skipper Bernard C. Wharam of the trawler Prince Charles for the bravest sea rescue performed by a British seaman in the year.

In the summer the Hull trawler St. Hubert hauled up an unexploded bomb. The bomb, however, exploded in a gale, killing three of the St. Hubert's crew and injuring the skipper so severely that he died while the rescue was taking place.

So bad was the weather that repeated attempts to lay the Prince Charles alongside the stricken St. Hubert failed, but Skipper Wharam, approaching as near as he dared, created a lee and the 16 survivors, with their dying skipper, managed to reach the rescuing trawler in liferafts.

In presenting the award at the Hull Guild Hall Alderman K. Turner, the Lord Mayor of Hull, said: "The seamanship of Skipper Wharam, Mr. Calvert, the mate, and the members of the Prince Charles's crew was of a high order."

Upon receiving the award Skipper Wharam paid a personal tribute to his crew for their part in the rescue, and handed back the cheque with the request that the money should be given to the city's orphanage.

(Acknowledged: "Trawling Times.")

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Clearing the jungle for the safety of ships at sea

DALRYMPLE'S TIDE GAUGE

SHIPS employed on Surveying Duties are often found far off the beaten track doing a most important job of work collecting data which, when transferred to the charts, may mean the difference between safety and disaster for ships for many years to come. Two examples of their jobs come from H.M. Ships Dampier and Dalrymple.

H.M.S. Dampier is at present surveying Darvel Bay and adjacent areas of North Borneo and up to the end of November the bulk of the work has been clearing triangulation sites on hills in the islands of Pulau Gaia and Pulau Tabauwan.

One site alone took 15 men three days to clear, even with the assistance of a power-driven saw to back them up. Over 100 men have been employed in clearing jungle.

JUNGLE CLEARING

On one day all resources were concentrated on putting clearing parties on the top of Pulau Gaia, which is 1494 feet high and Tanna Balu, which is 1954 feet high. There is no marked route to either and each party had to hack their way through the jungle.

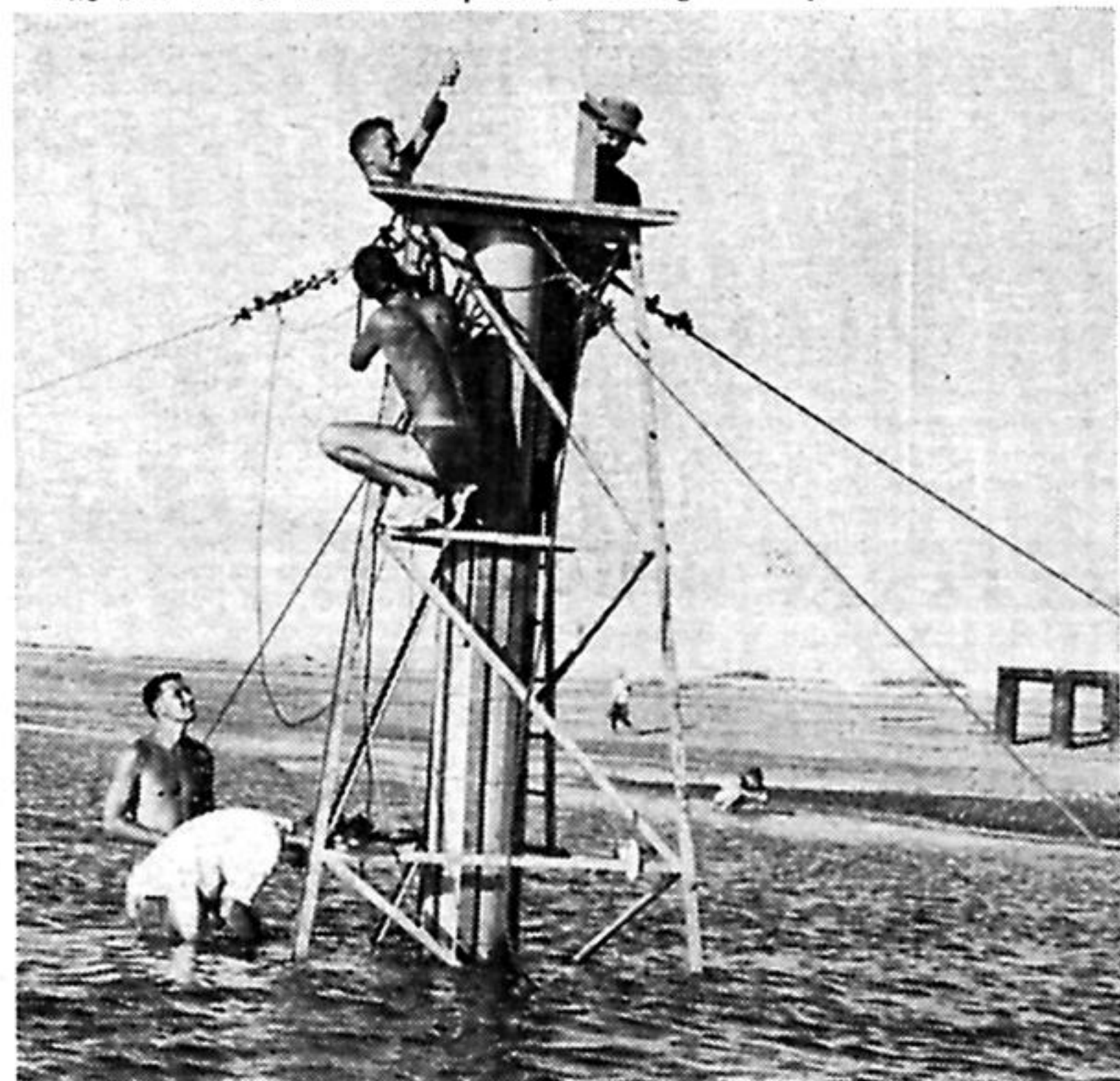
The aim was to have both points,



Dampier's men have a "stand-easy" during their jungle-clearing work

by British Royal Air Force personnel based on Masira Island.

The tide gauge is a plastic tube inside a tripod structure fixed to the sea bed. There is a small hole in the tube which will allow the tidal movement, but not the waves, to affect a float inside the tube. The graduated 'tide pole' is secured to the tube so that regular comparisons may be made between the readings recorded on the gauge, and visual observations of the height of the tide on the pole; these comparisons provide a check that the gauge is working correctly.



H.M.S. Dalrymple's automatic tide gauge being erected on Masira Island, off the coast of Oman

which are primary stations of the North Borneo triangulation, fully, clearly, and the route marked ready for the observing teams. The task had to be completed between dawn and dusk and only allowed a very short time at the top, so the parties had to be fairly strong in numbers.

In both cases the climb took a good deal longer than anticipated but otherwise everything went according to plan and everyone was back on the beach by dark.

H.M.S. Dalrymple has been working in the Indian Ocean and has recently put up an automatic tide gauge on Masira Island, off the coast of Oman.

The gauge is intended to provide a continuous record of the rise and fall of the tide in the area for at least a year, and is part of Britain's contribution to an international research effort to gain more information about the Indian Ocean.

GAUGE DESIGNED ON BOARD

The equipment, designed on board H.M.S. Dalrymple and made in H.M. Dockyard, Devonport, will be operated

Naval Air Service pilot remembered

ON August 2, 1917, S./Cdr. Edward H. Dunning, D.S.C., Royal Naval Air Service, landed a Sopwith Pup single-seat scout on H.M.S. Furious, not then converted into an aircraft carrier, and became the first pilot to alight on a ship under way. He lost his life five days later while making further attempts.

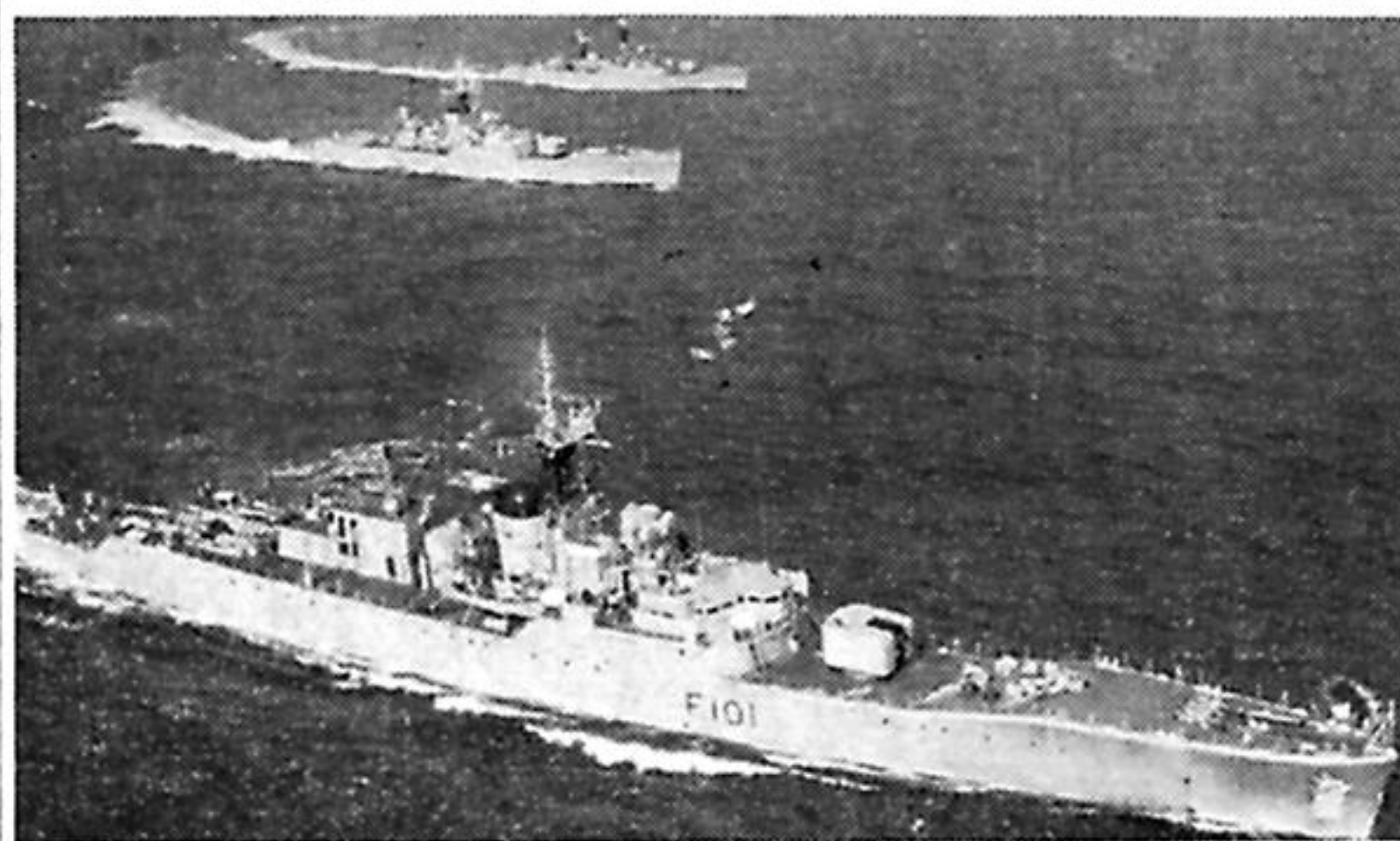
In 1922 a number of Royal Naval Air Service officers purchased a cup which they presented to the Air Council for annual competition, originally for the officer who performed the most distinguished service in naval co-operation. Revived in 1949 the cup was to be presented to the captain and crew who attained the best results on the anti-submarine course and in 1950 the rules were changed to allow the cup to be presented to a squadron.

The Dunning Memorial Cup for 1961 was won jointly by two Royal Air Force Shackleton squadrons—Nos. 38 (Malta) and 204 (Coastal Command) which tied for first place.

The award is based on the efficiency of each crew in tactics, signals procedure, captaincy, performance in synthetic ground trainers, and the general results of sea-air exercises when simulated attacks are made on submarines. These attacks involve 10-12-hour sorties and great emphasis is placed on co-operation with Royal Navy units.

H.M. The Queen and the Duke of Edinburgh will visit Plymouth on July 26 and the Royal Naval College, Dartmouth, on July 27.

TURNING TOGETHER



H.M. Ships Yarmouth (F101), Blackpool (F77) and Llandaff (F61), of the 6th Frigate Squadron, returned to their home ports in December after a year's service East of Suez. It is expected that they will recommission in April or early May for a General Service Commission, East of Suez/Home

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WHEN YOU NEED PRAMS AND NURSERYWARE—YOU NEED US

ROYAL OAK SURVIVOR DIES

REAR-ADMIRAL J. R. Cundall, a Supply and Secretariat specialist, died in a Chichester hospital on January 15. He was promoted to flag rank in 1946.

Admiral Cundall was serving in H.M.S. Royal Oak when she was sunk in Scapa Flow. It was his birthday.

Last year he retired as Hon. Treasurer of the Trafalgar Services Club, a position he had held for 15 years.

H.M.S. Protector, now in her seventh successive season in the Antarctic, was able to enjoy a traditional Christmas Day, and to bring in the New Year in the Falklands previous to proceeding south again to the Bransfield Straits for seismic work with the Royal Research ship Shackleton.

When the ship arrived at Stanley there was the welcome sight of an abundance of Christmas mail.

Twenty-four officers, ratings and Royal Marines, not content with ship life, made up an "outward bound team" and trekked 60 miles from port San Carlos to Stanley. The rough, peaty moorland is seldom visited and was a stiff test of endurance. The first in, 50 hours later were Sgt. Terence Speake and Marine Thomas Blair. The remainder followed spasmodically, concluding with the electricians, who spent Christmas en route, but nevertheless enjoyed a goose dinner.

The messes were elaborately decorated for Christmas day, the prize for the best mess going to the Petty Officers.

The Captain's mess deck rounds were led by the ship's youngest rating, 16-year-old Junior Radio Operator Stephen Johnson, wearing the Captain's coat. After an excellent Christmas dinner there was a deep post-prandial slumber.

WELCOME CHRISTMAS PRESENT

L.M.(E). Malcolm Hawkes received news of a wonderful Christmas present—a son and heir.

After Christmas festivities, outdoor fiends participated in multifarious acts—resulting in a hare for the pot, trout for the pan and aching feet for engine room "outward bounders". Chief Stoker Ivor Burk made a new year resolution to stick to boilers instead of boundings.

There is always a race meeting at Stanley over Christmas and the "Sailors' race" this year was won by ex-jockey from the tanker Wave Prince, followed by last year's winner Lieut.-Cdr. Malcolm Burley, Instr.-Lieut. Brian Drinkall and M.E.(E) Archibald Halbert. Prominent among the athletes was Able Seaman David Williams,

who, with the equestrians, collected prizes from His Excellency the Governor at a crowded but enjoyable town hall dance.

The ship's company gave a children's party on December 29 when nearly one hundred "terrors" descended on the ship, exploring the pirates cave, "rode" the plane and wore out the slides, the see-saw, two swings, the side shows and, incidentally the pirates.

There was no doubt that the children enjoyed the party very much, but the hosts were still recovering when the ship sailed.

SILVER JUBILEE

H.M.S. Protector celebrated her 25th anniversary on December 30 when a huge cake, baked by the cookery school at the Royal Naval Barracks, Portsmouth, was cut and distributed. The Wardroom dined the Governor and other prominent citizens of Falkland.

The C-in-C. sent his congratulations on the ship's silver jubilee and said he was glad the ice was not affecting the old lady's face lift. In reply Protector said that there were many cracks in the ice but none on the face.

The ship was still at Stanley for the New Year and the youngest rating rang 16 bells at midnight.

A signal from the C-in-C. congratulated Chief Petty Officer Writer John Gascoyne on being awarded a well merited British Empire Medal in the New Year's Honours list after 23 years of outstanding service.

On New Year's day 12 hockey teams of seven men each, attired in fancy costumes, took part in a hockey knockout competition. The winners were the horned "devils" representing the Wardroom. One demon looked like the Captain and the most satanic of all looked like the Chaplain.

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CRANE GETS WARM WELCOME FROM ELLICE ISLANDERS

A feast for the visitors

(As stated in the January issue of NAVY NEWS, H.M.S. Crane is now on her way to the United Kingdom, making calls, among other places, at Labuan, Manus, Ocean Islands, Friendly Islands, Honolulu, Pearl Harbour, Panama, Trinidad and Las Palmas. The following account of a visit to Vaitupu in the Gilbert and Ellice Islands was sent to the Editor by an officer serving in the ship.)

ON the morning of December 20, when H.M.S. Crane was still several miles off the island of Vaitupu, a welcoming committee of some dozen canoes could be seen. As the ship lost way the canoes, in perfect line-abreast formation, approached the ship, the crews singing an Ellice Island chant of welcome.

The canoes formed an escort for the Magistrate and Interpreter who boarded the ship to welcome the Commanding Officer and his ship's company to the island and to outline the programme for our brief stay.

The crews of these outrigger-type canoes were a most vivid sight. Each canoe had a crew of two dark skinned Ellice Islanders dressed in brilliant scarlet Sulus (a local form of sarong) and garlands of yellow flowers encircling their brows.

The initial formalities completed the Captain and his small party of six were paddled ashore. As soon as each canoe touched the shore it was hoisted shoulder high by the crew and the guest carried up the beach.

SEVEN HUNDRED COCONUTS

Our first duty was to be presented to the local important personages and to inspect contingents of Scouts, Guides and school children. Thence we were conducted to the village meeting house, suitably decorated with Palm fronds and flowers. Inside a large number of islanders were assembled to hear their chief deliver a most sincere speech of welcome. In this the Chief offered us all the unreserved hospitality of his island and his people and congratulated the Commanding Officer on the safe and timely arrival of his ship and ship's company. When the Commanding Officer had replied to this enthusiastic and most sincere welcome, the Chief offered to each member of the party gifts of locally made mats, shell necklaces and fans and for the ship's company a massive pile of 700 drinking coconuts. In return he was presented with a number of "token" gifts by the Captain, which it was thought the Chief might not normally be able to obtain.

The Captain and his officers were then conducted around the environs of the meeting house.

We saw the large, and only recently completed, island church which was at least thirty times as large as the average

house and built of stone and wood—a tremendous tribute to the industry of the islanders.

The local architecture is very simple; the houses are built entirely of wood, all on one floor level (slightly raised above the ground); the one floor is divided in half, the front half surrounded by a waist high screen, the other half completely "walled-in" with plaited fibres. All the houses were spaced well apart. Some of the more fortunate house owners had coconut and breadfruit trees close by.

During our walk we came to the Government Primary School, where a number of boys and girls were sitting on the floor behind small wooden desks. These low desk tops were arranged so that we could sit down and listen to the children give a performance, consisting of traditional singing, hymn singing and two animated recitations. The whole entertainment, which lasted for some ten minutes, was quite enchanting and beautifully performed by these dark-skinned, smiling, mischievous children.

PRINCE PHILIP'S CANOE

Then we wandered along the edge of a beautiful lagoon populated by a multitude of fish and many birds; in fact it far surpassed the "sleepy lagoon" an imagination might have conjured up. Close to the edge of this lagoon was a small atap shelter covering a canoe, the one used by the Duke of Edinburgh when he visited the island two years ago. It is kept in impeccable condition by the islanders at the wish of the Duke himself in preparation for the day when he may use it again. Close by is the palm tree he planted during his visit, not yet big enough to bear fruit, but flourishing and carefully tended by the proud islanders.

On a chance suggestion we all agreed that we would very much like to visit the hospital, which was some way distant. The island's only motor vehicle, one 1950-vintage Bedford lorry was

persuaded into life. We were driven away to the sound of much coughing and spluttering from the long-suffering engine.

The hospital consisted of a number of small houses, airy and well kept. The island seems to be very healthy because the dresser in charge (a sort of S.B.A.) could only show us one patient and he did not appear to be too ill.

Thanking our host we boarded the lorry and set off on a round-the-island tour. The long-suffering lorry, firing alternatively on two, three or four cylinders, carried us along the island tracks, surrounded on either side by dense foliage. From time to time we interrupted our travels to replenish the radiator, which seemed to have an unquenchable thirst.

On our way back to the village we saw the very fine London Missionary Society's Boarding School, which takes pupils from the whole Ellice Group.

CROSS-LEGGED FEAST

Back at the village a feast was ready for us and other members of the ship's company who had landed after us. We sat cross-legged in front of our separate "tables"—a palm leaf—on which were many tasty morsels. Inside the ring we formed were a number of girls who fanned both us and our meals. All around behind us were as many of the villagers as there was space for.

Some of the girls were very charming and quite ready to laugh with the European feasters at the problems to be surmounted in sampling the profusion of food placed before us.

After grace we started the meal with a very tasty chicken soup, then a casserole, then to the food on the palm leaves. The hot dishes were served in willow-pattern table ware. After chicken, breadfruit and other local food, we were served with tea and a doughnut to finish.

When the feast was over and while we waited for the dancers to assemble, Crane's Drum and Bugle Band gave a performance. This was much appreciated—especially by the children.

TRADITIONAL DANCE

A traditional Ellice Island dance then followed. The dancers, all women, arrayed in their full finery of grass skirts, shell necklaces, silk scarves and garlands of flowers were a magnificent sight.

The music, or more correctly the rhythm, was produced by the men hand-clapping in a most complex

(Continued in column 4)



H.M.S. Lynx off Cape Point

A GLOBE-TROTTER'S DREAM

Lynx visits over 50 ports

H.M.S. Lynx (Capt. R. A. Begg, R.N.), the Type 41 An-i-Aircraft frigate of the Leopard class, is due to visit Portsmouth on February 5 for a 48-hour visit before going on to Chatham to pay off.

The third commission of this Home South Atlantic and South America Station ship has been outstandingly successful, although her programme has borne little relation to that envis-

aged when she commissioned at Portsmouth in February, 1960.

The ship left for the South Atlantic three months before the intended date and instead of doing a full year on that station, she was detached to the West Indies for the last four months.

Lynx returned to the Home Fleet in August 1961 only to be sent off to the West Indies again on January 2 this year.

During this commission H.M.S. Lynx has travelled over 70,000 miles and visited some 50 different ports and over 25 different countries. Even a mention of those countries should make most globe-trotters green with envy—Portugal, Brazil, Ghana, Nigeria, Angola, South Africa, Mozambique, Mauritius, Madagascar, Sierra Leone, Mauritania, Senegal, Trinidad, Puerto Rico, Bermuda, the U.S.A., Jamaica, Venezuela, British Guiana, Tobago, Barbados, Grenada, Saint Lucia, Denmark. . . .

DISMISSED HIS SHIP

AT a court-martial at the Royal Naval Barracks, Portsmouth, on January 9, Lieut.-Cdr. R. G. Cooke, Royal Navy, was dismissed his ship, severely reprimanded and ordered to forfeit six months' seniority.

A former Supply Officer of H.M.S. Rocket, Lieut.-Cdr. Cooke pleaded guilty to a charge that he negligently performed his duties in failing to ensure that the accounting for H.M.S. Rocket's general mess fund was carried out accurately.

AUROCHS RETURNS

H.M.S. Aurochs (Lieut.-Cdr. O. B. Sharp, R.N.) returned to Fort Blockhouse on January 16 after 18 months' service with the Sixth Submarine Squadron at Halifax, Nova Scotia.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

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The Manus story—a chronicle of Anglo-American co-operation in the Pacific

HUGE BASE BUILT IN SHORT TIME

(About 200 miles north of the Australian Trust Territory of New Guinea, two degrees south of the equator, in longitude 147 degrees east, lies a small group of islands—the Admiralty Islands—of which one, Manus, became a large port from which the Allied Forces worked for the subjugation of Japan. The author was appointed as the Senior British Naval Officer, Manus, early in 1945.—Editor.)

By CAPT. HENRY F. WAIGHT,
O.B.E., R.N.(ret.)

THE Admiralty Islands had been recaptured from the Japanese by American forces in the summer of 1944. These islands are some 3,500 miles north of Australia, a 14-day sea voyage. Until the capture of Manus supplies for the American forces were shipped via Australia, but as this was such a big handicap it was decided to construct a large American base capable of holding sufficient supplies of stores and ammunition for all three forces. At the same time a repair base was to be built for the U.S. Navy and Air Force and large hospitals for casualties. This was accomplished in a very short time on a grand scale so characteristic of the efficient American methods.

The main harbour of Manus, known as Seeadar Harbour, is a natural formation approximately 16 miles long and five miles wide. The main channel into the harbour passed between the islands of Hauwvie and Ndrilo and was buoyed rather inadequately. It was about one mile wide and had a mean depth of about 26 fathoms in the centre, the edge of Rara Island being used as a leading mark.

AMERICAN 'HUSTLE'

The Japanese used mule tracks through the jungle, and tolerated the viciousness of the mosquito, but within a short time of American occupation the mosquito was completely obliterated and 150 miles of roads, a mixture of blasted rock and coral from the sea bed, were constructed.

Bridges were built across the rivers. The main communication centre and administrative offices were erected at Lorengau. Piers and jetties were built, buoys laid, two large floating docks, capable of taking the largest battleship, and three smaller docks for docking destroyers, submarines and other small craft, had also been moored in the harbour.

A large airport was established at Momote, situated at the eastern end of the island, connected with Lorengau by a road 25 feet wide, running through the jungle for 15 miles. Waterworks had been constructed having a pumping station capable of pumping 3,300,000 gallons of water a day, through a pipe-line four miles in length, to a large number of chlorinating tanks situated on a hill 100 feet above supply level.

A lovely church had been built from the timber supplied by the saw mills, which had been sited in the centre of

the jungle. On Pitulue Island, four miles across the harbour from the base at Lorengau, a recreation centre had been constructed capable of dealing with 10,000 men a day and where cooled beer could readily be obtained.

CAMP AMENITIES

Camps were constructed about the island, in close vicinity to various repair and construction works, each camp having its own cinema and canteen; the open-air cinema in the main base could accommodate 7,000 ratings.

Wherever American ratings were working, they were always provided with a hot midday meal. A travelling galley with trailer visited all parties working at a distance. In the various camps, first-class dining halls were provided, and for the officers there were two excellent clubs.

This miraculous transformation from mosquito-ridden jungle to a first-class base clearly illustrates the energy and enthusiasm of the American ratings and the study and care of the authorities in providing such good amenities, for those serving their country so many thousands of miles away from home.

BRITISH PARTICIPATION

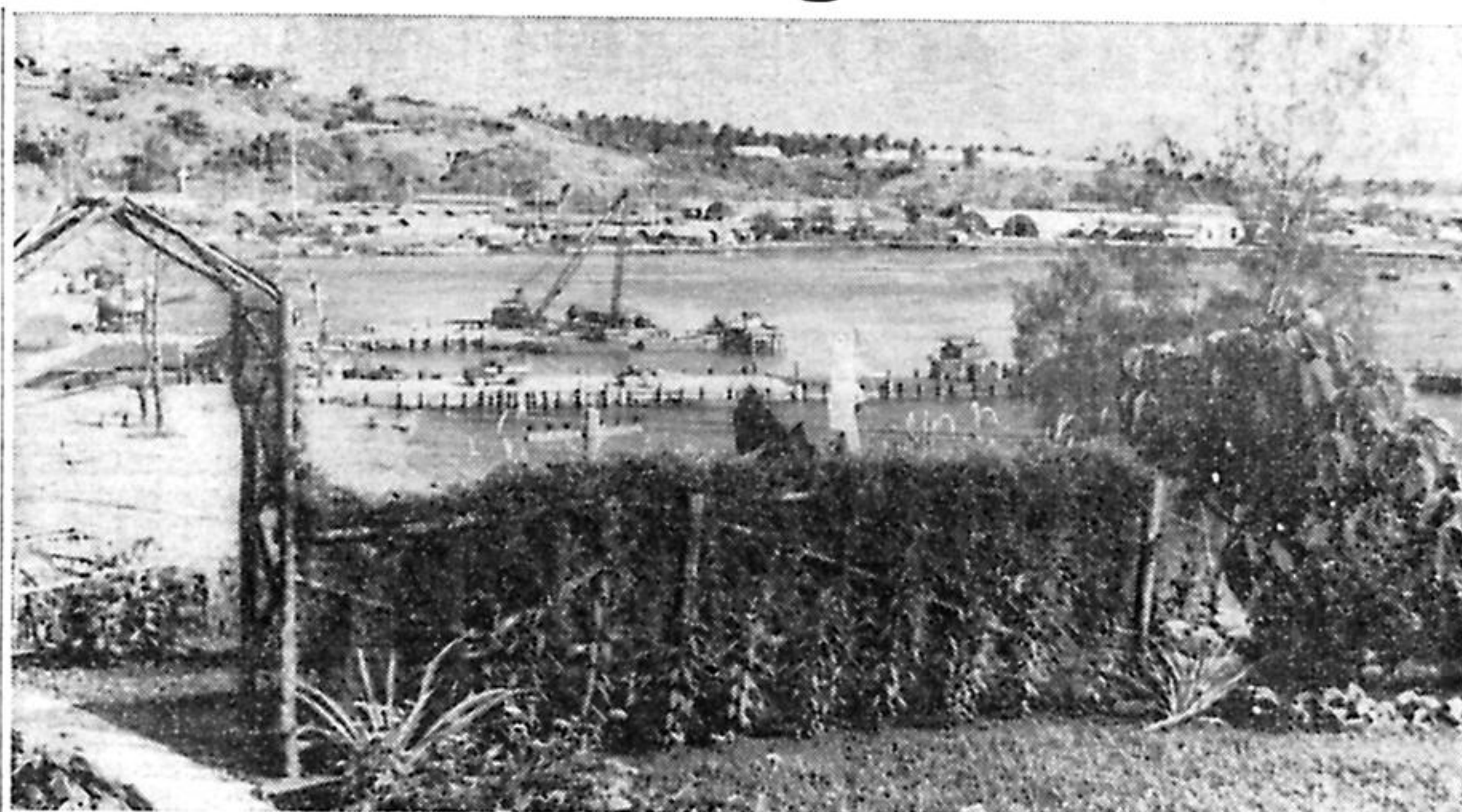
It had always been the wish of the British Government to take part in this naval operation being conducted by the American Fleet against the Japanese in the Pacific. This wish was not appreciated by the American authorities, and during 1944 protracted negotiations took place at high level. Admiral King, U.S.N., was the chief stumbling block. He had some justification, chiefly on the grounds of logistics, and the lack of a fleet train of supply and repair ships. Admiral King gave up just as the Burma operations were completed, thus releasing British ships for service in the Pacific, and Admiral Sir Bruce Fraser, wearing his flag in H.M.S. Howe, arrived at Sydney in December, 1944, to assume the duties of C-in-C. British Pacific Fleet (B.P.F.).

In the meantime I had been appointed as Naval Officer in Charge, Advanced Base for British Pacific Fleet, and arrived at Sydney on January 28, 1945. I reported to the C-in-C's office and was directed to the office of Rear-Admiral Douglas Fisher, who was Rear-Admiral of the Fleet Train in the process of formation.

I had an extremely helpful interview with Admiral Fisher, and he gave me permission to go ahead.

There appeared to be a constant fear among the staff officers lest our requests for accommodation at Manus should be considered extravagant by the American Command and this placed me at a disadvantage.

However, there was little time available for airing differences of opinion, and I went ahead with the Commander of the Naval Depot, Sydney, appropriately named H.M.S. Golden Hind, and within a few days I got together a Naval party of officer and ratings.



Harbour view from the gardens of the British Camp, Manus Naval Base, 1945

My main problem, however, was to collect stores, motor transport, boats and a hundred and one other things that were necessary, and in addition it had been left to me to find a ship which could be chartered for the 14 days' voyage to Manus, with the port party and stores.

Eventually I was able to charter the S.S. City of Paris.

FATHERLY ADVICE

Thus, by February 13, within 16 days of my arrival, I had embarked all the stores and had the officers and men aboard the City of Paris. I gave my contingent some fatherly advice, emphasising that we were to be more or less on trial; that we had to show just what we could accomplish; our readiness to co-operate, abide by the American Rules and Regulations, and gain the respect of our American allies. After all, we were, in a sense, to be their guests, as American huts were to accommodate us and we were to have our meals with the U.S. forces.

I had received permission to proceed by air with my second-in-command, who was also berthing officer, Lieut.-Cdr. Worrell, R.N.R. He had a very responsible post.

The American authorities had indicated that they did not agree with the title "Naval Officer in Charge," so my title became "Senior British Naval Officer, Manus." In order that my authority should be beyond doubt, both with American officers and senior British Naval officers afloat when the Fleet was in port, I requested a "Directive" from the Commander-in-Chief. It was a great asset to me.

Armed with my "Directive," I set off for Manus on February 13 and touched down at Manus, Momote Airfield, on February 16. There I found a car waiting to convey me to the headquarters of the Naval Base, where I met Capt. Day, U.S. Navy, Chief of Staff to the Commander. He became a very sincere friend, studied the needs and requirements of the British Pacific Fleet and his help was quickly and readily given.

LASTING COMRADESHIP

On the morning after my arrival I called officially on the Commander of the American Naval Base, Commodore J. E. Boak, and found him to be very approachable. In the afternoon he held a conference with his officers and, after introductions, read my Direc-

tive to them, which, in their eyes, sealed my authority. During our discussions I let it be known that I had been born in the U.S.A. and it laid the foundation of a true and lasting comradeship. Permission was readily given by the Commodore to hoist the White Ensign at the camp.

Having established myself in my new appointment, I went with the Commander of the Dockyard to inspect the huts and site for the British camp. It was on a high ridge overlooking the harbour and some three miles from the main base, so we were well clear of American hutments.

British standards of certain things were, perhaps, of a higher degree. In the American camps lavatories, wash-houses and shower baths were in common use by chief petty officers and lower ratings. In the heads there was no division between the chutes and although it was thought that we were unduly fussy, partitions were erected. The British personnel were to be well provided for in every way.

The British Naval party were due to arrive on February 24. They were having a pleasant voyage up through the Coral Sea to join this large American base, whose population amounted to 23,000, where they would share and enjoy the amenities, built up practically as a township out of the jungle.

Not for them the hardship of entering a captured port, severely damaged, without water, light or sanitation, and to live on hard tack, probably for some weeks, as others had to do in Middle East ports. How very lucky they were.

Meanwhile the British Pacific Fleet was building up at Sydney.

(To be continued)

ATTACKED CHIEF WITH TABLE LEG

A PORTSMOUTH court-martial on January 16 sentenced R.E.M. D. H. S. Sunley to six months detention for offering violence to a superior officer, C.P.O. G. J. Wightman.

Sunley, who was serving a sentence of detention at the Royal Naval Detention Quarters, Portsmouth, attacked C.P.O. Wightman with a table leg. He was overpowered and disarmed by the chief petty officer.

NEW NAVAL A.D.Cs.

THE following officers have been appointed Naval Aides de Camp to the Queen with effect from January 7, in succession to the officers stated:

Capt. R. L. Alexander, D.S.O., D.S.C., R.N., in succession to Capt. G. G. Wilson, R.N.
Capt. J. M. D. Gray, O.B.E., R.N., in succession to Capt. A. F. Black, R.N.
Capt. J. W. B. Shaw, D.S.C., R.N., in succession to Capt. L. W. Napier, D.S.O., D.S.C., R.N.
Capt. H. S. Barber, R.N., in succession to Capt. C. W. Malins, D.S.O., D.S.C., and Bar, R.N.
Capt. M. R. G. Wingfield, D.S.O., D.S.C., and Bar, R.N., in succession to Rear-Admiral H. C. Martell, C.B.E.
Capt. J. R. Gower, D.S.C., R.N., in succession to Capt. W. W. Stewart-Fitzroy, R.N.
Capt. H. A. Martin, D.S.C., R.N., in succession to Capt. T. T. Brandreth, R.N.
Capt. T. W. E. Dommett, R.N., in succession to Capt. A. E. Turner, R.N.
Capt. E. N. Hickson, R.N., in succession to Capt. A. L. Tapper, R.N.

The following officers have been appointed Royal Naval Reserve Aides de Camp: Capt. K. W. Vallat, R.D. and Clasp, R.N.R., with effect from November 1, 1961.
Capt. J. W. Whittle, D.S.C. and Bar, V.R.D. and Clasp, R.N.R., with effect from December, 1961, in succession to Capt. J. E. Robson, R.D., R.N.R.
Capt. J. L. Dunkley, O.B.E., R.D. and Clasp, R.N.R., with effect from December 7, 1961, in succession to Capt. T. Fraser, D.S.C., R.D., R.N.R.



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TO BE MOVED AFTER 15 YEARS ALONGSIDE

THE fifth Leviathan, which has been lying unfinished in H.M. Dockyard, Portsmouth, for over 15 years, is to be towed away to the tidal stream, probably in May.

Leviathan, built by Swan, Hunter, Wigham Richardson, Ltd., at their Wallend on Tyne shipyard, was laid down on October 18, 1942, and launched on June 7, 1945. Construction was stopped in May, 1946, when structurally she was almost complete and when she was 80 per cent. fitted out. Towed to Portsmouth dockyard in July, 1946, no work has since been done on her.

Other ships of the same class are the Magnificent, lent to the Royal Canadian Navy for nearly 10 years, which is to be disposed of by the Admiralty, the Powerful (renamed Bonaventure), now with the Royal Canadian Navy, the Majestic (renamed Melbourne), now in service with the Royal Australian Navy, the Terrible (renamed Sydney, now in reserve in the Royal Australian Navy), and the Her-

cules which was sold to the Indian Navy in 1957 and was commissioned last year as I.N.S. Vikrant.

In the middle of 1961 Leviathan was one of five carriers which the Admiralty said would be sold or scrapped. The other four are Ocean, Glory, Theseus and Magnificent.

The Admiralty has not stated whether or not an offer has ever been made for the ship. Despite her long period alongside it is understood that the ship is in quite a good condition and her engines are well preserved.

Portsmouth chairman retires

THE Portsmouth branch of the Royal Naval Association has settled down to routine again after a very busy December. The most important recent function was of course the annual dinner and dance, attended by some 250 members and friends. The guest of honour was the Admiral Superintendent, Portsmouth, Rear-Admiral Sir John Walsham, Bt.

Shipmate Brazier presented another of his popular shows on three evenings during the month. The show—Christmas Crackers—was well attended and

SCRIBES IN HIBERNATION?

ARE the Royal Naval Association branch scribes in hibernation?

During January the Editor received reports of branch activities from only five branches, and these were received during the last few days of the month.

Please send in reports of your branch activities as early in the month as possible and so help the Editor to produce articles telling of the good work the Association is doing—and he is sure that a tremendous lot of good work is being done.

A happy and thriving community

THE Newcastle and Gateshead branch of the Royal Naval Association held its 1962 Annual General Meeting on January 12 and after remembering those who had passed on, the Chairman, Shipmate R. Finch, piped "Splice the main brace" and Her Majesty was toasted in traditional manner.

Apologies were received from the President, Shipmate Cdr. H. Row, R.D., R.N.R., on account of illness, and from the Vice-President, Shipmate Lieut.-Cdr. P. N. Anderson, R.N.V.R., because of business commitments.

The Secretary, Shipmate A. Thirlwell, gave his report of the year's working and said that the highlight of 1961 was the Standard dedication which was attended by so many shipmates throughout the United Kingdom. He looked forward with confidence to 1962, concluding "Let us pull together through life's turbulent tides through the comradeship of the Royal Naval Association."

Shipmate A. Denton, the Treasurer, gave an encouraging report. He said that the dedication had cost £104, and as £160 had been allowed the balance could not be transferred to the Building and Development Fund.

Shipmate Denton remarked that looking after the finances of such a fine body of shipmates gave him great satisfaction, and he hoped he would be able to carry on with the job for many more years.

The Chairman began his report by paying tribute to the Secretary and Treasurer. Their work had contributed greatly to the making of a happy and thriving community. Shipmate Lackford, for his delegate duties, and Shipmates Bugg, Coe and Harper, for their Ladies' Night efforts, and Shipmate Robinson for his money-making propensities, also came in for mention. Shipmate Finch also thanked Shipmate Clasper, the Vice-Chairman, for his efforts.

Because of business reasons, Shipmate Clasper has moved to Darlington—a loss to Newcastle but a gain to Darlington.

Shipmate Finch concluded his report by saying how proud and honoured he was to be Chairman and congratulated the newly elected Vice-Chairman, Shipmate Robinson, the newly elected



Mr. A. Thirlwell, Secretary, Newcastle Branch



Mr. A. Denton, Treasurer, Newcastle and Gateshead Branch

committee member, Shipmate Lackford, and the re-elected Treasurer, Shipmate Denton.

It was announced during the meeting that, subject to the approval of the commanding officer, a dance will be held in H.M.S. Calliope on April 6.

ANSWERS TO SPORTS QUIZ

1. Five. 2. Aston Villa—60 seasons. 3. Italy and Uruguay. 4. Everton. 5. Derek Ibbotson. 6. 35. 7. (a) Gus Lesnevich. (b) Joey Maxim. 8. F. T. Mann and F. G. Mann. 9. The Grace brothers. 10. Fred Perry. 1936.

PRESENTATIONS MADE AT BURNLEY

THE past year proved to be one of the best that the Burnley and District Naval Ex-Service Men's Association, which is affiliated to the Royal Naval Association, has ever had.

Meetings are held on the first and third Thursdays of each month at the Crown Hotel, Bridge Street, Burnley, and on one Saturday of each month a Soiree is held, and these are regularly attended by over 60 shipmates, wives and friends.

As the membership covers a wide area, the venues for these social evenings are changed each month and the arrangements are made by the members who reside in the district where the event is to be held. It is said that variety is the spice of life and by using this method the members certainly get some variety.

Another popular feature is the "Coffee Evening," held by the ladies at their respective homes. The proceeds from the "ladies only" functions help, in conjunction with the Association's efforts, to provide a children's party during the Christmas festive season.

Over 100 attended the annual dinner and the occasion was marked by a special presentation. One of the oldest members, Mr. Richard (Dick) Knowles, was celebrating his Golden Wedding. He was married on Trafalgar Day, 1911. During the evening he was presented with a fireside chair and Mrs. Knowles received a gold wristlet watch from the ladies.

"Dick" Knowles served with the Royal Marines during the First World War and, volunteering in 1939, served with the "Royals" again in the Second World War.

FOUNDER-MEMBER RETIRES

One of the founder-members of the Association, the popular President, Dr. D. Ker, retired during the year and the occasion was marked by yet another function at which Dr. Ker was presented with a tea service.

Disappointment at losing the services of Dr. Ker was tempered by the fact that Lieut.-Cdr. W. Egar, R.N.R., was persuaded to accept the presidency. Lieut.-Cdr. Egar is District Officer for the Sea Cadets, for whom he has done splendid service.

The reporter from Burnley is Mr.

Len Burrows, of 14 Castle Street, Brierfield, Near Burnley, who says "The strength of any association is to be blessed with hard-working officials and we are twice-blessed by having in our key posts two untiring and conscientious shipmates in Dennis Varley, the secretary and George Williamson, the treasurer," and Mr. Burrows concludes by sending a personal message of good will to all his ex-shipmates who served with him during the war in H.M. Ships Havelock, Southern Prince and Petard.

Served for over forty years

NEWS has been received from the Bridport branch of the Royal Naval Association that one of its members, Capt. (E) Roland Palmer Dalton, R.N. (ret.), died last month at the age of 73.

Capt. Dalton served for over 40 years, seeing active service during both wars. During the last war, in recognition of his work in training Dutch Naval Officers, he received a Dutch honour. He was, at one time, A.D.C. to King George VI.

AN APPEAL FROM DORKING

A plea from the Dorking branch of the Royal Naval Association will find an echo in the hearts of many social secretaries. Dorking appeals to branches to be informed as early as possible of dedications and other functions in order to avoid clashing of dates.

There have been very few changes as a result of the Annual General Meeting and 1962 finds much the same "crew" running affairs. This year there will be no annual dinner but a few members are having a "get together" instead.

On February 24 there will be a social at the Imperial Club, West Street, and on March 10 the branch is to hold what appears to be its first, and last, dance of the year at the Odd-fellows Hall.

Last year's "combined" theatre evening, which was such a success, is to be repeated and in the summer the members hope to visit Eastbourne again.

Personnel Liaison Team for the South

THE Second Sea Lord's Personnel Liaison Team, under the direction of Lieut.-Cdr. J. N. Humphry-Baker, Royal Navy, will be visiting ships and establishments in the Portsmouth and Portland areas, starting at Portsmouth on February 5. The team will be in the two areas until mid-April.

With Lieut.-Cdr. Humphry-Baker will be Chief Communications Yeoman G. Andrews, who has been on this work since its inception some three years ago, and his relief, Chief Petty Officer Writer L. Christian.

An I.B.M. 1620 scientific computer has been installed at the Royal Naval College at Greenwich in the Department of Nuclear Science and Technology. The computer will be used in post-graduate training courses for serving officers in connection with the nuclear propulsion of Naval ships.

CHAIRMAN RETIRES

At the Annual General Meeting on January 17, Shipmate L. Bray, who has been Chairman of the branch for the past six years, announced his retirement from that office. Shipmate Bray is the last remaining founder-member in the branch and has served on the Portsmouth committee for the past 11 years without a break. In appreciation of his work he was elected as Hon. Vice-President of the branch.

Shipmate E. N. Pearn was elected as Chairman and Shipmate W. G. Law as Vice-Chairman.

The members of the Portsmouth branch are looking forward to seeing members of other branches at Portsmouth directly the weather allows.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer: JX 712512 R. W. Gregson, JX 646128 J. C. O'Neill, JX 160322 J. Wilson, JX 160873 R. L. S. Berry, JX 158961 J. L. Lewis, JX 171070 C. H. Little, JX 245796 P. J. Kenny, JX 161432 F. W. Green, J 92224 C. R. Gude.

To Acting Chief Engine Room Artificer: MX 803717 J. A. W. Standen, MX 855755 D. G. Joy, MX 855777 R. E. Osman, MX 857427 J. O. Setford, MX 855600 J. D. Lowes, MX 857721 M. Large, MX 857788 P. Thompson, MX 855670 Abilit, MX 855722 D. J. Franklin, MX 857629 G. B. Shaw, MX 855892 D. H. J. Holder, MX 842964 A. G. Mitchell.

To Chief Petty Officer Electrician: MX 846751 C. L. Gelling, MX 581424 P. I. Phillips, MX 861800 A. Thomas, MX 777872 A. Kelly.

To Stores Chief Petty Officer (V): MX 760219 G. J. Middleton, MX 810798 B. Woodrow.

To Chief Radio Communication Supervisor: JX 646402 F. S. Barclay, JX 581554 H. O. Fox.

To Chief Petty Officer Engineering Mechanic: KX 90050 W. G. Peckings, KX 891913 T. A. Seagrave, KX 798588 F. P. Harding, KX 939458 P. Bywaters, KX 853652 C. W. Eldred, KX 840779 R. S. J. Nancarrow, KX 813025 W. K. Wilding, KX 88112 H. G. Cammell, KX 833997 R. C. Starr, KX 145641 J. Dougherty, KX 770507 J. C. Connolly.

To Chief Petty Officer Radio Electrician: MX 852836 C. R. Lowe, MX 892827 W. J. Anderson.

To Chief Petty Officer CK (S): MX 62112 W. C. Jones, MX 62695 C. E. Thomas, MX 850761 J. H. Seddon, MX 808959 C. T. Roskilly, MX 63900 D. F. Britton, MX 62693 M. Morrison.

To Chief Petty Officer Steward: LX 877914 R. C. Bradlaugh.

To Acting Chief Ordnance Artificer: MX 766819 J. A. Carlton, MX 887686 D. C. J. Leppard, MX 888046 N. J. Price, MX 857761 K. A. Reedman, MX 888685 B. F. Willis.

To Acting Chief Electrical Artificer: MX 857582 D. G. Satherley.

To Acting Chief Electrical Mechanician: MX 735536 E. S. Francis.

To Acting Chief Radio Electrical Mechanician: MX 892861 H. J. Holmes.

To Chief Communication Yeoman: JX 161155 L. Stannard, JX 581976 A. F. Baker.

To Sick Berth Chief Petty Officer: MX 819612 P. L. Blythe.

To Chief Wren: 108483 B. I. Miller, Regulating Category.

To Chief Air Fitter (A/E): FX 823682 W. J. McCall.

To Chief Airman (A/H): FX 581698 G. Littlewood.

To Chief Airman (M/E): FX 660429 D. B. Marshall.

To Acting Chief Electrical Artificer (A/R): FX 669022 J. F. Brace, FX 512403 J. Firth.

To Chief Electrician (A/R): FX 813916 J. F. Weller, FX 803244 J. H. Wilson.

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Sports quiz

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Which countries have won the World cup twice?

Which club won the 2nd Divn., 1st Divn. and the F.A. Cup in successive seasons?

Who was the first athlete to run one mile in exactly 4 minutes?

How many obstacles are taken in the 3,000 metres Steeplechase?

From and to whom did Freddie Mills (a) Win (b) Lose the World L/Heavyweight titles?

Which father and son were both Test Captains?

Which three brothers appeared in the same Test for England?

Who was the last English player to win Wimbledon Men's Singles?

(For answers—See column 5)

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SITUATIONS VACANT

THIS COMPANY is prepared to accept Applications from non-Commissioned Personnel to train for the position of Off-Licence Sales Manager. A training period of three months will be given, this is in addition to those who are available to carry out an E.V.T. Course. It may be of interest to Applicants to know that this Company is nearly 80% manned by Personnel from the Royal Navy. Applicants should be married and in possession of a current driving licence. It is essential that all those considering this position should be keen on a Sales Career. All Applicants may be required after their initial training period to carry out Relief Duties. The position of an Off-Licence Sales Manager carries with it a good commencing salary together with a Pension, plus commission, and free living accommodation. Those who are interested should request an Application Form from the Galleon Wine Company Limited, Trinity Chambers, 32 Trinity Square, London, E.C.3.

VACANCIES for Constables exist in the Admiralty Constabulary. Initial appointment will be on a temporary basis with prospects of transfer to permanent and pensionable service. Commencing pay of entrants is £550 per annum, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded, making a final total of £800 per annum. Uniform and boots are issued free of charge. There are good prospects of promotion. Candidates must be between 21 and 48 years of age, at least 5 ft. 7 in. in height (in bare feet), of British nationality and of exemplary character. They will be required to pass a medical and educational examination prior to appointment. Educational examinations are held quarterly at H.M. Dockyards Portsmouth, Devonport and Rosyth, and at the R.N.M.V. Londonderry, Northern Ireland. Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1. Serving personnel wishing to make application should do so through their Commanding Officer, in accordance with Admiralty Fleet Order 2060/60.

CLERICAL STAFF REQUIRED. Periodically Bernards have vacancies at their Head Office for staff, and such situations would particularly suit those in the Supply and Secretariat branches. Bernards work a five-day week and provide staff superannuation scheme for employees. Applicants are invited to write giving details of age and experience to the Chief Accountant, C. H. Bernard & Sons Ltd., Anglia House, Harwich, Essex.

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A short period of training, in each instance, will be available prior to an appointment being made.

EX-E.R.A. required to assist in the care and maintenance of various plant, including refrigerators, calorifiers, boilers etc.; able to carry out repair work and help in periodical examinations.—Apply Personnel Officer, British Insulated Callender's Cables Ltd., 38 Wood Lane, London, W.12.

Work on Triumph

IN the 1956/57 Navy Estimates it was stated that the former light fleet carrier *Triumph* was to be taken in hand and converted to a heavy repair ship, but for the past 18 months or so it has not been possible to do much in this direction.

It is understood, however, that the conversion work, virtually stopped in September 1960, is to start again and when H.M.S. *Hermes* undocks in May, *Triumph* will take her place in the dock.

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Rolling Home from Rio in a 33-foot Sloop

OFFICERS CREW FOR BELMORE

A CREW of serving Royal Naval and Royal Marine officers plan to sail the 11-ton sloop Belmore non-stop home from Rio de Janeiro following the 1,200 mile ocean race from Buenos Aires in February. In command for the 5,000-mile homeward voyage will be Lieut. Timothy Sex, aged 27, of Send,

near Woking, who has recently qualified as a naval gunnery officer.

Wearing the burgee of the Royal Naval Sailing Association, the Belmore has already won an outstanding reputation for ocean sailing, having twice sailed across the Atlantic Ocean, without an engine, since she was built at Emsworth, Hants, four years ago. Last year she won her class in the 3,500-mile trans-atlantic race from Bermuda to Scandinavia for the King of Sweden's Cup; before that she came nearer to winning the famous Bermuda Trophy than any British yacht has ever done, finishing this 630-mile classic in second place among an international fleet of 134 yachts; and she has also won her class in the Fastnet race, main ocean racing classic in European waters.

(Continued in column 3)

A DOG'S LIFE



L.R.O. K. Grafton, of Milford Haven (left), with Cunha and A.S. R. Grinyer, of Winchester, with Tristan, the two puppies taken from the volcano-stricken Tristan da Cunha by H.M.S. Leopard. Tristan is the more adventurous type. She has twice fallen overboard, fortunately while in harbour, but is no worse for her duckings



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NETBALL KNOCK-OUT WINNERS



The Royal Marines W.R.N.S. Portsmouth Netball Team, who, in a very fast match, defeated the W.R.N.S. of H.M.S. Dauntless, 23-18—in the final of the Portsmouth Command W.R.N.S. inter-unit Netball Knock-out Competition. Seated—P.O. Wren S. S. Slade, Wren C. A. Simon, P.O. Wren M. R. Boyle, Captain, Wren V. A. Hughes, Wren A. D. Multon. Standing—Wren A. M. Davies, Reserve, L/Wren P. A. Archer, P.O. Wren E. A. Smith (umpire in all matches but the final), L/Wren B. E. Murfitt, Wren K. Raby, Reserve.

(Continued from column 2)

Belmore's owner, Mr. T. W. M. Steele, aged 36, of Upham, Hants, will skipper his 33-foot-long boat for the Rio race, in which Britain will also be represented by Mr. G. Pattinson's Zarabanda. After the race this wartime R.N.V.R. officer must fly back to manage his farm, but his naval crew agreed to sail home the yacht from South America, so that cost would not prevent strong British participation in this important race to which they have been specially invited by the Argentine authorities. First mate will be Capt. G. M. Wheatley, R.M., aged 33, of the Royal Marine Barracks, Eastney, and the rest of the crew will be Lieut. Peter Paffard, R.N., aged 26, of Alverstoke, Hants, a submarine officer; Lieut. Terence Martin, R.N., aged 35, of Salcombe, Devon, a naval aviator; and Sub-Lieut. William Anderson, R.N., aged 21, of Windlesham, Surrey.

GALES LIKELY

For the very long voyage home, skipper Tim Sex expects to steer a course across the South Atlantic Ocean until within a few hundred miles of the African coast; he should then be able to carry the south-east trade winds to the Doldrums, where the crew will have a tiresome battle through the belt of calms, oppressive heat and sudden equatorial squalls. They will welcome the north-east trade winds to speed them northwards until about halfway between the West Indies and the Canaries, where they should pick up the westerlies for the last long leg of the North Atlantic Ocean.

Gales are likely in the final 1,000 miles of the North Atlantic, but skipper and first mate know about ocean gales in small boats, as they were both mates of Belmore for her great trans-atlantic race, when she met ample hard weather in the waters between Iceland and Scotland's Cape Wrath.

PORTSMOUTH AFTER CUPS

THREE cups and nothing else is the aim of this year's Portsmouth Command Field Gun Staff.

Selection is highly competitive, as men must be fit and ready to start intensive training after March 1. There is still room for further volunteers, so if you are keen and tough see your divisional officer now. Selection tests are much harder this year, and can be arranged at short notice in the Royal Naval Barracks, Portsmouth.

Lieut. M. F. Whelan is the Field Gun Officer with Petty Officer N. Chandler as First Trainer, Chief Petty Officer R. Pennycott Second Trainer, and Petty Officer J. Gibson P.T.I.

ETNA CLIMBED

DURING December, 14 men and two officers from H.M.S. Ausonia (Capt. J. C. B. Morrow, C.V.O., D.S.C., R.N.), the heavy repair ship, went on an expedition on Mount Etna. They believe that, in reaching the top, the expedition was the first Royal Naval one successfully to climb the mountain from sea level.

THE current R.N. Film Corporation releases to the fleet are: *Bells Are Ringing*, Judy Holliday, Dean Martin, Eddie Foy; *On Friday at Eleven*, Rod Steiger, Nadia Tiller, Ian Bannen; *The Marriage Go Round*, Susan Hayward, James Mason, Julie Newman; *What a Carve Up*, Kenneth Connor, Sidney James, Shirley Eaton; *The Big Gamble*, Stephen Boyd, Juliette Greco, David Wayne.

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